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PRINCIPAL CONTENTS.

| | |
|---|----------|
| Chicago and Great Eastern Railway..... | 465 |
| Central Pacific Railroad of California..... | 465 |
| Chicago and Alton Railroad..... | 466 |
| The Lake Superior Iron Trade..... | 468 |
| Indianapolis and Madison Railroad..... | 468 |
| Railroad Earnings..... | 469, 473 |
| Preferred and Guaranteed Stocks..... | 470 |
| Mining Stocks—Copper, Gold, Coal, Iron, etc..... | 470 |
| Federal and State Securities List..... | 472 |
| Railroad Bond and Share Lists..... | 474, 477 |
| Stock Exchange and Money Market..... | 480 |
| New London Northern Railroad..... | 483 |
| Detroit and Milwaukee Railroad..... | 483 |
| McGregor Western Railroad..... | 484 |
| Discrimination in Freights..... | 484 |
| Negligence.—Personal Injuries from Careless- ness of Railroad Employees..... | 485 |

American Railroad Journal.

New York, Saturday, May 14, 1864.

Chicago and Alton R. R.

We give this week a full abstract of the recent annual report of this company. We learn that the company has recently completed a lease of the Alton and St. Louis Railroad, which will be built within the next three months. This will give the company uncontrolled possession of the line through from Chicago to St. Louis.

Chicago and Great Eastern Railway.

Work on the Chicago and Great Eastern Railway is progressing rapidly. The rails have all been purchased, and with the exception of 170 tons, are already delivered, and being forwarded to Chicago. The purchase was made at an average of about \$96 per ton, saving to the Company at least \$140,000 below the present market rate. A large force is employed, and the line will probably be open for traffic early the ensuing Fall.

The opening of the Chicago and Great Eastern Railway will give the Cincinnati and Chicago Air Line unrestricted facilities for traffic between the Northwest and the Atlantic cities, from which it has heretofore been entirely excluded, and must very largely increase its business.

The following is an official statement of traffic of the Cincinnati and Chicago Air Line Railroad, from January 1st 1862, to March 31, 1864:

| Year 1862. | 1863. | Increase. |
|--|--------------|------------------------------|
| \$828,656.79 | \$528,364.15 | \$199,707.36, or 61 per cent |
| January, February, and March, | | |
| 1862. | 1863. | 1864. |
| \$71,460.78 | \$106,118.87 | \$169,104.93 |
| Increase, 34,658.09 | 63,986.06 | |
| or 48 per ct., or 68 per ct. | | |
| Increase for three months of 1864 over 1862, | | |
| \$98,644 15, or 139½ per cent. | | |

Central Pacific Railroad of California.

We have received and read with attention the report of the Finance Committee of the Senate of California on the subject of the Central Pacific Railroad, of which we give the following abstract:

By the act of Congress of July 1, 1862, this project was included as one of those recipients of its bounty, opening as it did the only organized plan for the construction of a road across the Sierra Nevada. The Company is now engaged in its construction, and will soon be ready to transport passengers and freight over a portion of the line. It has actually expended in the purchase of the rights of way, real estate, engineering, construction, buildings, superstructure, rolling stock, and other necessities, grading, bridging for 30 miles, and all the rolling stock for 60 miles, a sum exceeding \$1,660,000.

A large sum will still be needed to complete the nineteen remaining miles of the first fifty miles, and it is highly important to the Company and State that this division of fifty miles should be completed by the 1st day of December next. The grading of this nineteen miles is very heavy and expensive, as much of it consists of deep cuttings through rock and cemented gravel. The Company must rely to a great extent upon State aid for the means to complete it, as the assistance granted by the National Government is not available until forty miles are completed.

It is also necessary that a large amount of work should be performed during the present season upon deep rock cuttings, tunnels and heavy embankments, on that portion of the line east of the first fifty miles, as otherwise the progress of construction will be greatly delayed. It is believed that after the construction of the first fifty miles,

there will be no difficulty in securing the necessary means, which with the Government grants, will insure an early completion of the work. The Senate bill, No. 302, which this report alludes to was based on the principle of issuing State bonds to the extent of \$1,500,000, such bonds to be delivered to the company which should first complete a line to the Eastern boundary of the State; the great point being to complete the road over the mountains to the Valley beyond. This Company is the only one organized for the construction of a railroad over the Sierra Nevada, or that uses a gauge in conformity with that required by that act. It is then, the only line which can really form a part of the great Union Pacific Road.

The report recommends, therefore, as the act 302 is to operate in futuro only, while immediate assistance is required, that its consideration be indefinitely postponed, both because it is not advisable to increase the State debt, and efficient aid can be better extended to the Company by allowing it to issue its own bonds, secured by a mortgage on its property, the State to pay the interest on a certain portion of said bonds as the same become due; the money to pay such interest to be raised by a special tax for that purpose.

A bill is therefore presented by the Committee as a substitute for the other, by which last the State agrees to pay from the proceeds of a special tax the interest on the bonds to the amount of \$1,500,000 (to be issued by the said Company,) for the period of twenty years, and in consideration thereof, the Company is to perform valuable and important services to the State, and especially to transport free of charge all troops and munitions of war belonging to the State. The company also agrees to convey to the State a half section of land with a large portion of a ledge of granite adjacent to the main line of their road, 22 miles from Sacramento, suitable for public buildings hereafter to be erected by the State.

The report makes one valuable statement which should not be overlooked, and is applicable to other States than California, viz: that the road costing about fifteen millions, and the lands it will raise in value many millions more, will pay yearly taxes into the State Treasury double the interest (at the lowest calculation) which the State will advance during the 20 years.

The Company is willing to accept the proposed bill in place of the former one, as its aid is immediate and valuable, while that of the bill 302 is remote and contingent. The report is a clear sighted paper evincing a thorough knowledge of the subject, of its financial relations, and its importance to the Great State of California and the other States.

Chicago and Alton Railroad.

We have the report of this company for the fiscal year ending December 31, 1863, from which we learn that the earnings during that time were:

| | |
|--------------------|----------------|
| From freight | \$1,120,448 40 |
| " passengers | 736,058 58 |
| " mails | 28,112 53 |
| " express | 85,579 44 |
| " sundries | 17,988 58 |
| " military | 83,582 69 |

Total

| | |
|---|----------------|
| Total | \$2,021,770 22 |
| Less payments to— | |
| Joliet and Chicago R. R. \$187,122 37 | |
| St. Louis, Alton & Terre Haute Railroad | 59,479 71 |
| Alton & St. Louis Packet Company | 55,692 48 |
| U. S. tax on passengers | 22,709 98 |
| Omnibus transfer, ferry, etc. | 23,059 08 |
| | 848,063 62 |

Earnings Chicago and Alton R. R. \$1,673,706 60

And the expenses were:

| | |
|----------------------------|--------------|
| Repairs of road | \$236,723 07 |
| " locomotives | 77,282 77 |
| " cars | 96,280 75 |
| " bridges | 11,633 38 |
| " build'gs, etc. | 29,137 23 |
| Locomotive running | 230,444 87 |
| Station agents, etc. | 105,259 98 |
| Conductors, etc. | 41,885 88 |
| Station expenses | 33,542 09 |
| Office expenses | 24,204 62 |
| Taxes | 15,884 03 |
| Rent | 10,016 79 |
| Compensation account | 17,434 75 |
| Miscellaneous | 42,110 57 |
| | 971,840 78 |

Balance to income account

Balance to credit of this account, Jan.

1, 1863

Premium on bonds sold, less adjustment of Joliet and Chicago rent account, Oct. 15th to Dec. 31, 1862...

854,400 89

Payments from this account—

| | |
|------------------------------------|--------------|
| Interest on bonds | \$256,480 00 |
| Dividend on pref. stock | 84,763 00 |
| " common " | 44,575 00 |
| Contribution to sinking fund | 15,000 00 |
| Construction account | 103,841 28 |
| | 504,659 28 |

Balance

This balance is represented by—

| | |
|--|--------------|
| Advanced trustees on renewal account | \$120,000 00 |
| Cash on hand | 98,343 98 |
| Accounts due the Co. | 115,251 50 |
| Stores on hand, paid for | 166,881 17 |
| | \$500,476 65 |

Less due by the Company

848,741 61

Difference

\$1,000 00

* In addition to the above there is due from U. S. Government the sum of \$25,300 for rolling stock sold.

The difference of \$1,000, is amount paid on account of reorganization, and not yet charged to income account.

The expenditures on construction and renewal account during 1863 were \$330,523 73; of which \$103,841 28 is charged against income account, and the remainder, \$226,682 45 is charged against the 300 first mortgage bonds issued for renewals, that being the balance unexpended January 1, 1863.

The capital is \$8,305,939, (less \$15,000 paid trustees of the sinking fund 1st August, 1863, to redeem a like sum of preferred sinking fund bonds,) represented by the following bonds and shares of stock:

| | |
|--|-----------|
| First preferred sinking fund bonds, 7 per cent. | \$585,000 |
| First mortgage bonds, 7 per cent. | 2,400,000 |
| Income bonds, 7 per cent. | 1,100,000 |
| Preferred stock, 7 per cent. | 2,422,596 |
| Common stock | 1,783,343 |

Total

The first section of alterations and modifications of the bondholders agreement of the assented creditors of the Chicago and Mississippi Railroad Company, approved July 9th, 1862, requires an annual appropriation of \$72,000 for interest and sinking fund, as applicable to the payment of interest and the redemption of \$600,000 first preferred mortgage sinking fund bonds. \$15,000 was paid to Samuel J. Tilden and Lewis H. Meyer, trustees of the mortgage, on the 1st August, 1863, for the redemption of bonds, and their report enumerates those drawn in the presence of Philip F. Smith, Notary Public. The Trustees deed designates the 1st February and 1st August in each year, for the redemption of bonds, which will increase the amount of sinking fund and diminish the interest from year to year, the annual appropriation of \$72,000 remaining the same, until the final redemption of the \$600,000 first preferred mortgage sinking fund bonds.

The receipts from all sources, for the fiscal year, are \$2,021,770 22, less \$338,063 62 rent paid Joliet and Chicago Railroad Company, and compensation to St. Louis, Alton and Terre Haute Railroad Company, Alton and St. Louis Packet Company, and cost of transfer at St. Louis, &c., making those of the company \$1,673,706 60, for its line of 220 miles between Joliet and Alton; an excess of \$448,705 77 over the earnings of 1862, or \$7,607 75 per mile, against \$5,568 55 in 1862, being a gain of \$2,039 20 per mile, equal to 36.73 per cent.

The military earnings for 1862 were \$152,483 90 and for the fiscal year of 1863, \$67,102 10, (a falling off of \$95,381 80,) deducting these respective amounts of earnings from those derived from the regular traffic of the company in each year, its increase in 1863 over 1862 is \$534,107 57, or 43.90 per cent.

The operating expenses for the fiscal year are \$971,840 78, or 58.08 per cent. on earnings of \$1,673,706 60, leaving the balance of profit, \$701,865 82, carried to the credit of income account. The operating expenses of 1862 were \$767,207 01, or 62.62 per cent. on its earnings of \$1,225,000 83, leaving a balance of profits of \$457,793 82, making a gain of \$244,072 in the profits of the fiscal year 1863 over those made in 1862, or 53.32 per cent.

In the report of January, 1863, \$75,820 59 appeared to the credit of reserve material account, for stores delivered by the late receiver on his surrender of the road on the 16th October, 1862, this item being an asset and a credit, it is deemed proper to dispose of it by passing it to the credit of construction and to the debit of stores on hand, so that this account, as it now stands, should represent the actual stores belonging to the company.

The balance of \$349,741 61 at the credit of income account derived from profits unexpended

and earned since the organization of the company, on the 16th October, 1862, over and above interest and dividends paid, will be subject to reduction on the final rendering of the account of the Trustees of the assented creditors of the Chicago and Mississippi Railroad Company, owing to the expenses incurred in the execution of this trust. Our report of February 21st, 1863, enumerated \$300,000 first mortgage bonds, in the hands of Trustees, as part of unappropriated assets; these bonds were granted for the purposes of improvement and renewal of the line of road and rolling stock, its appurtenances and other purposes of organization and their execution and delivery to the Trustees for their signature contemplated their restoration on their approving improvements then estimated and since completed. Application has been made to the Trustees for the surrender of these bonds, and the account of expenditures on improvements and renewals of road and rolling stock, made up to June 30, 1863, amounting to \$284,558 89, has been duly rendered to them; they have, however, not signified their approval of it, and only surrendered \$180,000 of the \$300,000 first mortgage bonds, the remainder, as we are officially advised, being appropriated to meet the expenses of reorganization, and other purposes, as appears in statement. Of this appropriation of first mortgage bonds, \$54,000 were paid to James Robb, Esq., Receiver, viz: \$14,000 on account of a distributive dividend on \$24,000 first mortgage bonds of the Chicago and Mississippi Railroad Company not entitled to the benefits of the bondholders' agreement, and \$40,000 as a deposit to await the decision of the U. S. Court for the Northern District of Illinois, as to claims preferred by certain parties, creditors of the old corporations, claiming to participate in the proceeds of the price bid for the railroad by Samuel J. Tilden and Lewis H. Meyer, Trustees. If the decision of the Court is adverse to claimants, the deposit of \$40,000 reverts to the foregoing Trustees, and from them to the company, for the benefit of its renewal fund, less a distributive dividend of 2 per cent. on \$24,000 first mortgage bonds of the Chicago and Mississippi Railroad Company, and expenses of defending suit.

The balance of renewal fund accounted \$120,000 in the hands of Trustees will be lessened and become an item of available cash assets by the recovery of the \$40,000 deposited with the receiver, and now subject to the award of the United States District Court, and such other securities in possession of Trustees, not needed to satisfy the obligations of their trust, the amount of which cannot be stated without the final rendering of their account whatever it may be, inclusive or exclusive of the \$40,000 deposited with the receiver, will go in reduction of the renewal fund of \$120,000, making the balance unsatisfied as chargeable to income account, and without this adjustment being concluded, and the state of the fund clearly ascertained, it is inexpedient to make any dividend on the shares of the common stock of the company out of the profits of the last six months of the preceding year.

The Judge of the Circuit Court of Cook County on the 24th of August, 1863, granted an injunction restraining the payment of a dividend on preferred and common stock ordered by resolution on the 27th July on a petition filed by Corydon Weed, a creditor of the Chicago and Mississippi Railroad Company for about \$6,000, and without notice or hearing being given to the Company. The proceedings, in answer to Weed's complaint, were conducted by A. W. Church, Esq., counsel of the company, assisted by James F. Joy, Esq., of Detroit, a demurrer was filed to the complainant's bill for want of equity, and a decree entered sustaining the demurrer and dismissing the bill.

The debts of the old corporations, and those contracted under the Spencer lease, now outstanding, are large. The company is without data to fix their amount, but it is not supposed they exceed \$700,000, principal and interest. Nominally they would appear to be much larger, but many creditors holding large claims, have been satisfied out of securities lodged as collateral, as these

claims have given rise to reports calculated to prejudice the credit of the securities of the company. We submit a letter of the company's counsel which is made part of this report.

We deem it proper to append as a part of this report, an opinion of the Hon. Thomas Drummond, Judge of the United States District Court for the Northern District of Illinois, delivered December, 1863, in the case of creditors claiming a recognition of debts contracted subsequent to the mortgages executed by the old corporations. This opinion is conclusive of the utter futility of any attempt to disturb the title of the company.

The 11th section of the charter of the company requires the renewal of the lease subsisting between the Joliet and Chicago Railroad Company, and the Receivers of the St. Louis, Alton and Chicago Railroad in February, 1861. Prior to the organization of this company, a written proposition was submitted by the President of the Joliet and Chicago Railroad Company to the bondholders' committee of reorganization for the execution of a perpetual lease of the road of said company, with the option of purchase by this company of the same, for the price of \$1,300,000. Disagreements arose as to the carrying out of this proposition, and in April last application was made by the Joliet and Chicago Railroad Company to the Circuit Court of Cook County for a writ of mandamus to compel the appointment of arbitrators as specified in the 11th section of the charter of this company; a suit was commenced for rent, claimed as due for the use of the Joliet and Chicago Railroad, on the terms of compensation provided in the lease with receivers. No notice having been served on the Joliet and Chicago Railroad Company, of the intention of this company to terminate the use of its road, a settlement of rent was made in September, 1863, on the terms of the receivers' lease, with notice given at that time, that the road would be abandoned on the 31st December, 1863. Pending this notice, the following letter was addressed to the executive committee of this Board, by Governor W. A. Buckingham, of Connecticut, containing a proposition to sell for \$900,000 the \$1,000,000 of shares of the Joliet and Chicago Railroad Company:

NORWICH, October 26, 1863.

MESSRS. ROBB, HAVEMAYER & ROBBINS,

Executive Committee Chicago and Alton Railroad Co.,
New York:

GENTLEMEN:—A majority of the stockholders of the Joliet and Chicago Railroad Company having given me authority, by Power of Attorney, to negotiate for a settlement of the existing controversy between the last named company and the one you represent, by a sale of their stock, and all efforts, thus far, having failed to accomplish the desired result, I now make the following offer as a compromise for the purpose of avoiding all future controversy:

To the authority I now hold, I have no doubt, but I can obtain power from others so as to control seven-eighths, if not the whole stock, which I will sell and transfer to you, or your company, on the 1st day of January next, on the payment, in cash, of ninety dollars per share, or at the rate of \$900,000 for the entire road, which will, however, be subject to a mortgage securing the issue of bonds to the amount of \$500,000. It is however understood, and this offer is upon the condition that no sale of property shall be made by the Joliet and Chicago Railroad Company before such transfer, and that the Chicago and Alton Railroad Company shall pay to the Treasurer of the Joliet and Chicago Railroad Company all rents which may be due up to the 1st of January next, which rents, together with all moneys, notes, and accounts, now in his hands, or which may at that time be in his hands, belonging to said company, shall be used for the payment of their floating debts, after which the balance, if any, shall be divided among their present stockholders.

I make this proposition at a price much below what I regard as the cash value of the stock, and would request a reply in writing within fifteen

days of this date, should it not be accepted within that time this offer would be regarded as withdrawn without further notice.

I am, yours very respectfully,

WM. A. BUCKINGHAM.

Insufficient time being allowed to permit this proposition to be submitted to you and obtain the written consent of three-fourths of your shares, as required by the charter of the company, in order to provide means to comply with the proposition of Gov. Buckingham, by the issue and conversion of new securities, the privilege of the purchase was surrendered to friendly parties on condition of their concluding a perpetual lease of the Joliet and Chicago Railroad to this company, which is made part of this report.

Reference to this report will show the compensation paid the Joliet and Chicago Railroad in 1863 to be \$187,122 37, but had the lease now in force been in operation for the same time, the compensation would not have exceeded \$140,000, viz:

| | |
|--|------------------|
| Dividend on \$1,000,000 shares at 7 per cent. | \$70,000 |
| Eight per cent. interest on \$500,000 mort. bonds | 40,000 |
| Cost of maintaining 37 miles of railroad track and taxes | 30,000 |
| | <u>\$140,000</u> |

Equivalent to a gain of near \$50,000 on the compensation allowed in 1863.

Your consent has been obtained to lease the extension of the line of road from Alton to East St. Louis, at an annual cost of \$50,000, preliminary negotiations are commenced with the Alton and East St. Louis Railroad Company, a corporation chartered in 1857, and since organized, but they may not be successful without a further authority from you to increase the compensation owing to the greatly enhanced price of iron, ties, and labor over those current in the earlier part of 1863. The traffic of the company is now conducted between Alton and East St. Louis over the St. Louis, Alton and Terre Haute Railroad, and with the Alton Packet Company. The compensation paid for this service in 1863 amounted to \$115,172 19. Notwithstanding this excessive expense the service has been performed in the most unsatisfactory manner and with facilities so inadequate as to seriously impair the traffic of your road to an extent quite equal, if not greater than the compensation paid the railroad and packet companies.

Every consideration of economy, facility in conducting traffic and the removal of all objections to the line as not offering the advantage of an unbroken through line between Chicago and St. Louis suggests the advantages of its earliest completion. Had the traffic of 1863 been conducted by the company on the basis of the present lease of the Joliet and Chicago Railroad, and the proposed lease with the Alton and East St. Louis, the result would have been as follows:

| | |
|-------------------------------|---------------------|
| Earnings Chicago to St. Louis | \$2,021,770 22 |
| Expenses | \$971,840 78 |
| Add repairing Joliet & C. | |
| R. R. and repairing | |
| Alton extension | 50,000 00 |
| | <u>1,021,840 78</u> |
| Balance | \$999,929 44 |

FIXED CHARGES.

| | |
|--|-------------------|
| Joliet & Chicago R. R. lease | \$145,000 |
| Alton extension | 50,000 |
| Interest on Chicago and Alton sinking fund bonds | 42,000 |
| Sinking fund on same | 30,000 |
| Interest on Chicago & Alton 1st mortgage bonds | 168,000 |
| Do. Income bonds | 77,000 |
| | <u>512,000 00</u> |
| Surplus | \$487,929 44 |

The St. Louis, Jacksonville, and Chicago Railroad Company have 54 miles of its line in operation, and it is expected to complete 50 miles additional, this year, south of Jacksonville, connecting

with the line of the company 4 miles north of Alton. The road from Petersburg north will connect at or near Bloomington, and a contract between the two corporations is made part of this report. It is designed to promote the traffic of each and prevent injurious competition; the 10 per cent. drawback conceded to the St. Louis, Jacksonville, and Chicago Railroad Company on the traffic it gives to the line of the company is yielded as an inducement to adopt it in preference to others, and we anticipate that large advantages will be permanently secured to both corporations in the execution of their contract, as the section of country through which the Jacksonville line of over 150 miles is located is extensively settled, and among the best improved of the State.

The equipment of the road consists of 52 locomotives; 32 passenger, 524 freight, 106 stock, and 216 platform cars—total freight and construction cars, 846. Miles run by locomotives, 1,002,440. Passengers carried, 306,994.

In the annexed Balance Sheet there is a debit to the trustees, and a corresponding credit to issue of bonds and stocks of \$85,000, which may need explanation:

The plan adopted in the issue of the new securities of the Chicago and Alton Railroad Company has been to debit the trustees and credit the issue of stocks and bonds with the gross amount of the securities sent trustees, and the trustees were credited and issue account debited as the bonds and stocks were issued. The \$85,000 represents amount in hands of trustees unissued on December 31, and comprise \$49,000 first mortgage bonds, \$22,000 income bonds, and \$14,000 common stock.

GENERAL BALANCE SHEET, DECEMBER 31, 1863.

| | |
|---|-----------------------|
| Cost of road, equipment, &c. | \$8,280,639 00 |
| Reorganization expenses | 1,000 00 |
| L. H. Meyer and S. J. Tilden, "Trustees," bonds and stocks unissued as per contra | 85,000 00 |
| Fund for renewals | 500,000 00 |
| Advanced Trustees on renewal acc't | 120,000 00 |
| Cash in hand | 98,348 98 |
| Due by sundry persons | 115,251 50 |
| Stores on hand—unused | 166,881 17 |
| United States Government—rolling stock sold them | 25,300 00 |
| | <u>\$9,392,415 05</u> |

| | |
|--|-----------------------|
| Seven per cent. sinking fund bonds | \$585,000 |
| Seven per cent. first mort. bonds | 2,400,000 |
| Seven per cent. income bonds | 1,100,000 |
| | <u>\$4,085,000 00</u> |
| Seven per cent. pref. stock | \$2,422,596 |
| Common stock | 1,783,343 |
| | <u>4,205,939 00</u> |
| Sinking fund account | 15,000 00 |
| Sundry bonds and stocks unissued as per contra | 85,000 00 |
| Income account | 349,741 61 |
| Due to sundry persons | 151,735 04 |
| Joliet and Chicago shares on hand | 500,000 00 |
| | <u>\$9,392,415 65</u> |

President.—JAMES ROBB.

Directors.—James Robb, John A. Drake, John Cramer, George A. Robbins, Albert Havemeyer.

Secretary and Treasurer.—JOSEPH PRICE.

Superintendent.—C. H. ALLEN.

The Supreme Court of Massachusetts has decided that a corporation is not taxable for its personal property, except the machinery of a manufacturing corporation by a special provision. The tax upon such property is by an assessment upon the stockholders for the value of their shares.

The Lake Superior Iron Trade.

Less than nine years ago, the first shipment of iron ore from Lake Superior to the lower lake ports were made, the entire shipments for that year (1855) amounting to 1,447 tons. The business of iron mining in this region before this, had been carried on rather as an experiment than otherwise, for although the mines were known to be equal in extent and richness to any in the world, the means of transportation from the mines to the lake shore were inadequate to the demands of the business, and the interruption in the water communication at Sant Ste. Marie was a serious inconvenience and an additional expense. The completion of the Saut canal in that year, and of the Bay de Noquette and Marquette Railroad, to the mines in 1858, have removed these difficulties, and the business has since been steadily increasing, with wonderful rapidity and without interruption—except during the first year of the rebellion—until, in 1863, the shipments reached 185,257 tons.

The following table shows the amount of annual shipments of ore from each working mine, from the year 1855, to and including the past year.

SHIPMENTS OF IRON ORE.

| Year. | Jackson Iron Co. | Cleveland Iron Co. | Lake Sup'r Iron Co. | Total Grosstons. |
|-----------|------------------|--------------------|---------------------|------------------|
| 1855..... | | 1,447 | | 1,447 |
| 1856..... | 4,497 | 7,100 | | 11,597 |
| 1857..... | 13,912 | 12,272 | | 26,184 |
| 1858..... | 11,104 | 19,931 | | 31,035 |
| 1859..... | 10,662 | 30,344 | 24,668 | 65,679 |
| 1860..... | 41,236 | 42,696 | 33,016 | 116,998 |
| 1861..... | 12,919 | 7,311 | 25,200 | 45,430 |
| 1862..... | 42,767 | 35,244 | 37,710 | 115,721 |
| 1863..... | 63,588 | 47,612 | 74,057 | 185,257 |

Total amount shipped to date.....599,348

These amounts, especially those for the last two years, fall far below the demand, the difficulty having been in procuring transportation for the ore, and men to mine it. The quantity actually spoken for to supply the various furnaces using this ore, before the opening of navigation in 1862, was over 140,000 tons, while, in 1863, 250,000 tons would not have supplied the demand.

The products of the furnaces have not been as great, during the past year as might have been desired, owing partly to the insufficiency of ready money put into the business in the early part of the year, and partly to the extreme difficulty of procuring laborers to keep a supply of coal on hand. Considering the price of pig iron has maintained, the length of time some of our furnaces have stood idle has been waste of a valuable opportunity for heavy profits. The past year has added another to the list of blast furnaces in this county. The Morgan Furnace, at the Little Cary, was started on the 27th of November last, since which time it has turned out over 12 gross tons of pig iron per day, and the arrangements are such that no stoppage for want of fuel is anticipated. The money to be made in the business has induced the company to lay out a sufficient amount of capital to carry on the work without cessation throughout the year, thus saving the valuable time that they would otherwise be idle, as well as the expense of stopping and starting, and the damage to the furnace, occasioned by the cooling. The following table shows the products of the several furnaces since the inauguration of the business in 1858:

PRODUCTS OF PIG IRON.

| Year. | Pioneer Iron Co. | Collins Iron Co. | Forest Iron Co. | Northern Iron Co.* | Value pr ton. |
|--------|------------------|------------------|-----------------|--------------------|---------------|
| 1858.. | 1,627 | | | | \$25 |
| 1859.. | 4,683 | 2,575 | | | 25 |
| 1860.. | 3,500 | 1,950 | | 150 | 25 |
| 1861.. | 2,580 | 2,060 | 2,430 | 900 | 23 |
| 1862.. | 1,438 | 2,207 | 2,802 | 2,143 | 35 |
| 1863.. | 2,237 | 2,141 | 2,626 | 1,904 | 45 |

Morgan Iron Company.....405 tons.

The running time of the several furnaces was as follows: Collins, 5½ months; Forest, 10

* Estimated, except for 1863.

months, (though for a part of this time it was working slowly for want of sufficient fuel); Northern Iron Co., 6 months; and Morgan, from the time of starting to the close of the year. The running time of the Pioneer we have not learned, but we think it has not exceeded 5 or 6 months.

The average value at Marquette of the ore shipped during the past year was \$5 per ton, and that of the pig iron produced \$45 per ton, giving the aggregate value of the iron product of the country for 1863, \$1,827,245.

Heretofore there have been but three producing mines, and, until the completion of the Morgan Furnace but four furnaces in operation, only one of the Pioneer furnaces having been worked. But with the revival of trade since the financial crisis that followed the breaking out of the rebellion, has come an increased demand for iron, with a very large advance in price, which, with the experience of numerous furnaces and rolling mills proving the superiority of the Lake Superior ore, has turned the attention of capitalists towards this region more than ever before, for purposes of mining and smelting, as well as for furnishing railroad transportation. * * *

With the further extension of the Marquette and Ontonagon Railroad, a rich iron region in the vicinity of Lake Michigan will be made available—a result that may be expected by the opening of the season of 1865.

The increase of this business has been so great, and the future so promising as to induce the building of a railroad to connect the mines with the waters of Lake Michigan, as well as preparations to continue the road to Green Bay City, which is to be commenced as soon as the connection with navigation on Lake Michigan is established. It has also set on foot other railroad projects, which, however, have not yet assumed a shape to be considered as fixed facts.

The blast furnaces will be made to turn out iron during the coming season, nearer to their full capacity than ever before, while new ones will, we doubt not, be added to the number. * * *

One new furnace, we understand, is settled on for the coming season, on the Marquette and Ontonagon Railroad, near the Escanaba river, and we presume the American Iron Mining and Manufacturing Company will build one on their location near L'Anse bay.—*Marquette News and Journal*, April 15.

Indianapolis and Madison Railroad.

The Legislature of the State of Indianapolis in the session 1836-'37, passed an act providing for an extensive system of internal improvements on the part of the State, and appropriated some \$12,000,000 to that object to be raised by the sale of 5 per cent State bonds.

Under the provisions of this act the construction of many railroads, canals and turnpike roads was commenced. Among the most prominent and important of these works was the—

MADISON AND INDIANAPOLIS RAILROAD

—designed to connect the capital of the State, and the fertile and rapidly developing region around it, with the navigation of the Ohio River at Madison, a distance of 87 miles.

The construction of the works indicated was entrusted to the sole control and management of a Board of Public Works, elected by the Legislature in joint ballot.

The Madison and Indianapolis Railroad was put under contract in the spring or summer of 1837, and was pushed forward with considerable vigor for that early period of such improvements in the West. Unfortunately the terminus at Madison was unnecessarily made over an inclined plane of 314 feet to the mile, giving an ascent of some 420 feet in about one mile and a third. This work cost a large sum of money, and con-

sumed so much time as greatly to retard the operations of the line.

In the year 1841 the road was completed and put in operation to what was termed Griffith's Depot, a point 26 miles north of Madison at a cost of about \$1,200,000; and from this point north to Edinburg, a further distance of about 80 miles, about \$450,000 was expended in grading and bridging. The twenty six miles completed was laid with a T rail weighing forty-two pounds to the yard.

In 1837, great pecuniary embarrassments came all over the States, particularly in the West. The State of Indiana failed to meet the interest on the debt she had already created under the act aforesaid; and being, of course unable to negotiate further loans to carry on the extensive system of improvements she had commenced, was compelled to suspend operations on all the lines from want of funds.

The unfinished works of the State being as yet almost entirely unproductive, (the twenty-six completed miles of the Madison and Indianapolis Railroad, having produced under State management a nett income in the year 1841, of only \$1,152,) and all going rapidly to decay, the Legislature at the session of 1841-'42, passed an act authorizing the organization of Companies to which the various public works should be conveyed for the purposes of completion.

The terms upon which, according to this law, the Madison and Indianapolis Railroad was to be conveyed were as follows:

1st. That the projected company should complete the road to Indianapolis by the first day of January 1848, and thereupon the \$450,000 expended on the "unfinished" portion of the line should become a grant or donation to said company.

2d. The proposed company should pay the State until the first of January 1845, (subsequently extended to the thirteenth of January 1853,) the sum \$1,152 annually, as rental for the use of the twenty-six miles already finished by the State.

3rd. The Company might at any time purchase the interest of the State by paying in the original bonds thereof, the cost of constructing the twenty six miles being \$1,200,000; and if the Company should not elect to do so, then the purchase to remain open on the same terms to individuals or other corporations.

4th. That if the Company should not purchase this interest before the 13th January 1853, then the State should be entitled to receive annually thereafter, such portion of the nett revenues as the twenty six miles constructed by her, should bear to the whole length of the line being a fraction less than one-third.

5th. The sole control, management and property of the road to reside in the company, and the Board of Directors elected by the stockholders; but reserving to the State after the 1st May, 1867, the right to purchase the road by paying the company the cost thereof, with six per cent interest thereon, unless the dividends in the mean time should have paid such rate of interest.

Under this law a company (the Madison and Indianapolis) was organized in 1842, for the completion of the road, and with great effort and difficulty a sufficient amount of stock was procured, to complete ten miles of the road north of Grif-

fifth's Depot. To this corporation the whole finished and unfinished portions of the road were duly transferred.

The road, thus far, having given so little promise of usefulness or profit, the pecuniary embarrassments of the country continuing, the amount necessary to the completion of the work being comparatively so great, the credit and means of the company being so low, the price of rails being exorbitant, and the croakers of the financial world continually predicting that the road when completed, would not pay the running expenses, the company found themselves in a most embarrassing position. They had not credit for a ton rails or even a keg of spikes, and scarcely means from subscriptions for the grading and bridging of the route.

However, by the timely aid and credit of one or two individuals at Madison who loaned money and endorsed paper, the company was enabled to purchase flat bar iron for thirteen miles of road. This being added to the twenty-six miles already in operation, the greatly increased business began to show that the road when completed would be a valuable and profitable work.

In 1845, J. F. D. Lanier, one of the Directors made a loan of \$50,000 in New York on the 7 per cent bonds of the Company convertible into stock, and guaranteed by himself and a few other men of wealth. This loan was taken by the house of Winslow and Perkins, and was about the first Western Railroad loan negotiated in that city. In the exhibit of the affairs and prospects of the company made by Mr. Lanier at this time he gave it as his opinion that within two years after the completion of the road to Indianapolis the gross receipts would reach \$150,000 to \$200,000 per annum. How much more than realized was this the subsequent years' history of the road need only be referred to.

In 1846, the Company through the same parties negotiated another loan of \$100,000.

These loans, with a sale of stock at par, enabled the company to complete the work to Indianapolis within the time specified, though with a flat bar over three fourth's of the line. Immediately upon the completion of the road these bonds were converted by the holders into stock.

Hitherto the efforts and means of the company had been entirely directed to the completion of the line within a given time, and hence every other object had been neglected. The equipment was deficient in every sense whether in necessary buildings, motive power or rolling stock. When the line reached Indianapolis the inclined plane was worked with horses, and there was upon the road only four locomotives, three inferior passenger cars and sixteen freight cars. No machine shops, engine houses, wood houses or water stations, and but small and inferior station buildings had been provided.

In 1848, the capital stock was increased \$300,000 to take up twenty eight miles of flat bar, and substitute T rail, and to provide motive power and rolling stock.

In 1849, a further addition was made to relay the remaining forty miles with heavy rail, and provide the necessary grounds, buildings and other fixtures, and to add still further to the equipments. This was accomplished in the years 1850 and 1851. Large buildings were erected at

Madison and Indianapolis for depots, machine shops, engine houses, car shops, etc. Wood houses and water stations were provided, two wharves were constructed and ample grounds purchased to facilitate the transshipment of produce at Madison, and a Union track built at Indianapolis to connect this with other railroads centering at this point.

In 1851, the largely increased business of the road rendered necessary a further addition to its equipments, and an issue was made of \$250,000 in bonds of the company bearing 7 per cent interest, secured by mortgage on the road and convertible into stock after the 1st May 1853. The expenditure of this sum placed the road in good condition and equipment, and at the end of the fiscal year it had 23 locomotives, including two for working the inclined plane, 24 first class passenger, baggage and express cars, and about 300 freight cars. The station and engine houses, machine shops, etc., were also sufficient for its current business. In the same year a second track was laid between Columbus and Edinburg.

During the legislative session of 1851 and 1852, a bill was passed authorizing the sale of the State's interest in the road to the Company for \$600,000 in the 2½ per cent. stocks of the State, or \$300,000 in money, the payment to be divided into four annual instalments to be made from the 1st January 1854, to the 1st January 1857. This proposition the Company promptly accepted, and the contract was closed.

The same act required the Company to construct within four years a new terminus at Madison so as to avoid the inclined plane at that city. For the construction of this new work, the company now resolved upon an issue of \$200,000 of bonds similar to those already issued, and under the same mortgage. At this time the company's stock was \$1,650,000, and its debt \$250,000, or with the proposed issue a total of \$450,000.

The new track at Madison was completed in the Spring of 1854. It reduced the grade from 314 to 100 feet, and lengthened the road nearly one mile.

In 1853, the Martinsville and Franklin, (25 miles) and the Columbus and Shelbyville (23 miles) railroads were completed, the first in May and the latter in December. Both these roads had been largely aided by the company, and by it been operated from the date of opening. In October of the same year a running arrangement was made with the Jeffersonville Railroad Company, for the use of the company's track between Edinburg and Indianapolis. The arrangement was carried into effect on the 16th November, and during its existence the Jeffersonville Company was bound not to continue its own line between the two places.

The same year (5th September 1853,) the Madison and Indianapolis, and the Peru and Indianapolis Companies agreed to consolidate their interest, the two to become one corporation under the title of the "Madison, Indianapolis and Peru Railroad Company." The consolidation was consummated on the 1st January 1854. The connection, however, was but short-lived. A considerable portion of the original stockholders in the Peru Company, having become dissatisfied with the arrangement, took measures in the latter part of August to dissolve the consolidation, and on the 4th September procured a decree from the Circuit Court temporarily enjoining the Madison Company from further operating the Peru road and

from that date joint operations were discontinued. A final decree of separation was rendered in May 1855, by consent of both parties to the contract, and providing for a fair and equitable adjustment of accounts between the parties on interest. The receipts upon the Peru portion of the road during the eight months of consolidation amounted to \$68,076 82, and the amount expended for the benefit of said road had been \$140,131 23.

The capital account of the Madison Company at the end of the fiscal years 1853-54 stood as follows:

| | |
|---------------------------------|-------------|
| Share capital..... | \$1,647,700 |
| 7 per cent. mortgage bonds..... | 600,000 |
| Income bonds..... | 59,000 |
| Domestic bonds..... | 2,300 |
| | \$2,289,000 |

Which amount represented the cost of the road, etc., exclusive of the amount due to the State.

(To be Continued.)

We give elsewhere an abstract of the report of the McGregor Western R. W. Co. We learn that they are vigorously pushing the work on the extension of their line to Austin. They have secured the rails for the whole 80 miles on favorable terms, and intend to have it completed this year. The prospects of this company are of the most encouraging character.

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending April 29th, 1864, was as follows:

| | |
|---------------------------------|-------------|
| Passengers..... | \$21,374 05 |
| Freight and live stock..... | 26,692 68 |
| Mails and sundries..... | 1,227 01 |
| Total..... | \$59,293 74 |
| Corresponding week of 1863..... | 54,274 19 |

Increase..... \$5,019 55

The earnings of the Grand Trunk Railway for the week ending April 30, 1864, were:

| | |
|--|-------------|
| Passengers..... | \$31,260 00 |
| Express freight, mails and sundries..... | 2,500 00 |
| Freight and live stock..... | 76,475 38 |

Total..... \$110,235 38

Corresponding week, 1863..... 80,902 77

Increase..... \$30,212 61

The earnings of the Galena and Chicago Union Railroad for the week ending April 30, were:

| | 1863. | 1864. |
|------------------|-------------|------------|
| Freight | \$31,414 46 | \$38,128 3 |
| Passengers | 8,396 82 | 18,572 3 |
| Mails, &c. | 2,085 84 | 1,800 0 |

Total..... \$41,897 12

Increase 1864..... \$16,108 50

The earnings of the Marietta and Cincinnati Railroad for the 4th week in April, were:

| | 1864. | 1863. |
|---------------------------|------------|-----------|
| Passengers | \$7,840 33 | \$5,195 3 |
| Freight | 18,788 84 | 11,480 5 |
| Mail, express & telegraph | 1,058 18 | 962 8 |

Total..... \$22,686 85

Total this month to date..... \$78,215 01

Increase..... \$64,805 62

The earnings of the Chicago and Alton Railroad Company for the week ending April 30, were:

| | | |
|------------------|-------------|------------|
| Passengers | \$14,564 40 | \$9,358 98 |
| Freight | 24,613 14 | 16,680 89 |
| Sundries | 2,661 14 | 1,048 48 |

Total..... \$41,838 68

Increase 1864..... \$14,800 38

The earnings of the Hannibal and St. Joseph Railroad 3d week in April, 1864, were:

Corresponding week of previous year..... \$24,456 00

Increase..... \$27,150 00

PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED & GUARANTEED STOCKS.

| RAILROADS. | Amount of shares outstanding. | Dividend Rate. | Par Value. | Market Price. |
|-----------------------------|-------------------------------|----------------|------------|---------------|
| Atlan. & St. L., guar. | 12,494,900 | 6 | 100 | 101 |
| Berkshire, guaranteed. | 600,000 | 6 | 100 | 101 |
| Bos. Con. & Mont. pref. | 300,000 | 6 | 100 | 101 |
| Buff. N. Y. & Erie, guar. | 350,000 | 6 | 100 | 101 |
| Camden & At. pref. | 620,800 | 6 | 100 | 101 |
| Catawissa, pref. | 1,150,000 | 6 | 100 | 101 |
| Chesapeake, guar. | 350,000 | 6 | 100 | 101 |
| Cayuga & Susq., guar. | 343,500 | 6 | 100 | 101 |
| Chesapeake & Del. | 2,017,225 | 6 | 100 | 101 |
| Chicago & Alton, pref. | 2,422,596 | 6 | 100 | 101 |
| Chicago & N. W., pref. | 2,400,000 | 6 | 100 | 101 |
| Cochecho, pref. | 177,750 | 6 | 100 | 101 |
| Ct. & Pass. Rivers, guar. | 49,200 | 6 | 100 | 101 |
| Cumberland V., 1st pref. | 243,000 | 6 | 100 | 101 |
| Detroit & Mil., pref. | 1,500,000 | 6 | 100 | 101 |
| Dubuque & S. City, pref. | 1,987,114 | 6 | 100 | 101 |
| Elmira, J. & Can., guar. | 500,000 | 6 | 100 | 101 |
| Elmira & Wm-p., pref. | 500,000 | 6 | 100 | 101 |
| Erie, pref. | 8,535,700 | 6 | 100 | 101 |
| Hannibal & St. Jos., pref. | 4,309,428 | 6 | 100 | 101 |
| Harrisburg & Lan., guar. | 1,182,100 | 6 | 100 | 101 |
| Houstonville, pref. | 1,180,000 | 6 | 100 | 101 |
| Indianap. & Madis'n, pref. | 353,900 | 6 | 100 | 101 |
| Kennebec & Port., pref. | 247,000 | 6 | 100 | 101 |
| Leak & Bloomington, pref. | 500,000 | 6 | 100 | 101 |
| Marquette & Cin., 1st pref. | 5,105,334 | 6 | 100 | 101 |
| Mich. & N. Ind., guar. | 3,424,169 | 6 | 100 | 101 |
| Mil. & P. du C., 1st pref. | 1,051,000 | 6 | 100 | 101 |
| Mil. & St. Paul, pref. | 2,355,000 | 6 | 100 | 101 |
| N. H. & Northamp., guar. | 1,010,000 | 6 | 100 | 101 |
| N. Y. & Harlem, pref. | 1,400,000 | 6 | 100 | 101 |
| Niagara Br. & Can., guar. | 1,000,000 | 6 | 100 | 101 |
| Paterson & Hud., guar. | 630,000 | 6 | 100 | 101 |
| Peoria & Hamam, guar. | 243,000 | 6 | 100 | 101 |
| Peoria & B. V., guar. | 1,200,000 | 6 | 100 | 101 |
| Phila. & Reading, pref. | 1,551,800 | 6 | 100 | 101 |
| Phila. & Trenton, guar. | 1,000,000 | 6 | 100 | 101 |
| Pitts. & W. & C., pref. | 2,000,000 | 6 | 100 | 101 |
| Pittsfield & N. A., guar. | 450,000 | 6 | 100 | 101 |
| Port. & Sag. & Port., guar. | 1,500,000 | 6 | 100 | 101 |
| Rutland & Bur., pref. | 382,700 | 6 | 100 | 101 |
| St. L. Alton & T. H., pref. | 1,700,000 | 6 | 100 | 101 |
| Toledo & Wabash, pref. | 982,900 | 6 | 100 | 101 |
| Troy & Greenbush, guar. | 274,400 | 6 | 100 | 101 |
| Vt. & Canada, guar. | 1,600,000 | 6 | 100 | 101 |
| Warren, guaranteed. | 1,307,750 | 6 | 100 | 101 |
| White Mountains, guar. | 200,000 | 6 | 100 | 101 |
| Wrightav. & G., guar. | 317,050 | 6 | 100 | 101 |

CANAL AND NAVIGATION BONDS.

| DESCRIPTION. | Amount outstanding. | Interest. | Principal payable. | Market Price. |
|-----------------------|---------------------|-----------|--------------------|---------------|
| Chesapeake & Del. | | | | |
| 1st Mortgage | \$2,557,343 | 6 | 1836 | 101 |
| Chesapeake & Ohio | | | | |
| Maryland Loan | 2,000,000 | 6 | 1870 | |
| 1st Mortgage | 4,375,000 | 6 | 1890 | |
| Preferred bonds | 1,700,000 | 6 | 18 | |
| Bonds guar. by Va. | 200,000 | 6 | 18 | |
| Delaware Division | | | | |
| 1st Mortgage | 800,000 | 6 | 1878 | 100 |
| Delaware & Hudson | | | | |
| 1st Mortgage | 600,000 | 6 | 1865 | 110 |
| 2d Mortgage | 300,000 | 6 | 1870 | |
| Delaware & Raritan | | | | |
| Sec. C. & Amb. R. R. | | | | |
| Erie and Penn. | | | | |
| 1st Mortgage | 72,000 | 7 | 1865 | |
| Interest Certificates | 161,990 | 6 | 1868 | |
| Lehigh Navigation | | | | |
| 1st Mortgage | 829,172 | 6 | 1870 | 116 |
| Unsecured bonds | 2,773,726 | 6 | 63-76 | |
| Monongahela Nav. | | | | |
| 1st Mortgage | 125,000 | 6 | 1863 | |
| 2d Mortgage | 57,000 | 6 | 1865 | |
| Morris | | | | |
| 1st Mortgage | 465,800 | 6 | 1876 | 107 |
| North Branch | | | | |
| 1st Mortgage | 500,000 | 6 | 1876 | 58 |
| Schuylkill Nav. | | | | |
| 1st Mortgage | 1,704,500 | 6 | 1872 | 102 |
| 2d Mortgage | 3,980,470 | 6 | 1882 | 95 |
| Improvement | 588,500 | 6 | 1876 | 95 |
| Susq. & Tide Water | | | | |
| Md. Starling Loan | 316,000 | 5 | 1865 | |
| Md. stg. loan conv. | 200,376 | 6 | 1865 | |
| Mortgage bonds | 993,000 | 6 | 1878 | 65 |
| Preferred Int. bds. | 327,500 | 6 | 1873 | 25 |
| Union (Pa.) | | | | |
| 1st Mortgage | 2,500,000 | 6 | 1863 | 24 |
| West R. & Susq. | | | | |
| 1st Mortgage, S. F. | 450,000 | 6 | 1874 | 78 |
| Wyoming Valley | | | | |
| 1st Mortgage | 750,000 | 6 | 1876 | 101 |

CANAL STOCKS.

| COMPANIES. | Par of Shares. | Amount of Stock. | Dividend. | Market Price. |
|-----------------------|----------------|------------------|-----------|---------------|
| CANAL N. STOCKS | | | | |
| Chesapeake and Del. | 100 | 1,243,563 | 6 | 78 |
| Chesapeake & Ohio | 100 | 8,224,695 | 6 | 31 |
| Delaware Division | 100 | 1,683,850 | 7 | 44 |
| Del. and Hudson | 100 | 7,560,000 | 7 | 220 |
| Del. and Raritan | 100 | 2,288,400 | 10 | 131 |
| Erie of Pennsylvania | 50 | 58,000 | 6 | 88 |
| Illinois and Mich. | 50 | 2,500,000 | 6 | 83 |
| Lehigh Navigation | 50 | 1,803,000 | 6 | 83 |
| Monongahela Nav. | 50 | 726,800 | 3 | 52 |
| Morris, consolidated | 100 | 1,025,000 | 5 | 52 |
| North Branch | 100 | 1,175,000 | 10 | 131 |
| Sault Ste Marie | 100 | 1,932,457 | 6 | 40 |
| Schuylkill Nav. conv. | 50 | 2,372,607 | 40 | 21 |
| Susq. and T. W. | 50 | 2,048,260 | 21 | 44 |
| Union, preferred | 50 | 2,750,000 | 6 | 135 |
| West Br. and Susq. | 100 | 1,000,000 | 6 | 75 |
| Wyoming Valley | 100 | 500,000 | 6 | 75 |

MINING STOCKS.

| COMPANIES. | Number of Shares. | Par Value. | Paid on Shares. | Market Price p.sh. |
|-------------------|-------------------|------------|-----------------|--------------------|
| COPPER: | | | | |
| Acton | 200,000 | 5 | 5 | 31 |
| Acton Vale | 50,000 | 5 | 5 | 14 |
| Adventure | 20,000 | 5 | 5 | 19 |
| Atina | 20,000 | 5 | 5 | 14 |
| Albany and Boston | 20,000 | 5 | 5 | 14 |
| Algonah | 20,000 | 5 | 5 | 14 |
| Allouez | 20,000 | 5 | 5 | 14 |
| Arizona | 10,000 | 100 | 100 | 14 |
| Ascut | 20,000 | 20 | 20 | 14 |
| Astor | 20,000 | 20 | 20 | 14 |
| Atlas | 20,000 | 1 | 1 | 14 |
| Aztec | 2,000 | 1 | 1 | 14 |
| Balt. and N. O. | 20,000 | 5 | 5 | 14 |
| Bay State | 20,000 | 5 | 5 | 14 |
| Beaver | 20,000 | 5 | 5 | 14 |
| Bedford | 125,000 | 5 | 5 | 14 |
| Black River | 20,000 | 5 | 5 | 14 |
| Bohemian | 20,000 | 5 | 5 | 14 |
| Bolton | 20,000 | 5 | 5 | 14 |
| Boston | 20,000 | 5 | 5 | 14 |
| Brone | 100,000 | 5 | 5 | 14 |
| Canbot | 20,000 | 5 | 5 | 14 |
| Cambridge | 20,000 | 5 | 5 | 14 |
| Caledonia | 20,000 | 5 | 5 | 14 |
| Canada | 100,000 | 1 | 1 | 14 |
| Carp Lake | 20,000 | 5 | 5 | 14 |
| Cascade | 20,000 | 5 | 5 | 14 |
| Central | 20,000 | 5 | 5 | 14 |
| Chaudiere | 100,000 | 5 | 5 | 14 |
| Chester | 200,000 | 1 | 1 | 14 |
| Chetamp | 30,000 | 5 | 5 | 14 |
| Collin | 20,000 | 5 | 5 | 14 |
| Columbian | 20,000 | 5 | 5 | 14 |
| Consolidated | 20,000 | 5 | 5 | 14 |
| Copper Falls | 20,000 | 5 | 5 | 14 |
| Copper Harbor | 20,000 | 5 | 5 | 14 |
| Corinth | 20,000 | 10 | 10 | 14 |
| Cornwall | 100,000 | 1 | 1 | 14 |
| Copper Hill | 200,000 | 1 | 1 | 14 |
| Dana | 20,000 | 5 | 5 | 14 |
| Deep River | 20,000 | 5 | 5 | 14 |
| Decatur | 20,000 | 5 | 5 | 14 |
| Devon | 20,000 | 1 | 1 | 14 |
| Doylestown | 20,000 | 5 | 5 | 14 |
| Dundley | 20,000 | 5 | 5 | 14 |
| Dunham | 200,000 | 2 | 2 | 14 |
| Durham | 200,000 | 5 | 5 | 14 |
| Eagle River | 20,000 | 5 | 5 | 14 |
| Essex | 20,000 | 20 | 20 | 14 |
| Eureka | 20,000 | 5 | 5 | 14 |
| Everett | 20,000 | 5 | 5 | 14 |
| Evergreen Bluff | 20,000 | 5 | 5 | 14 |
| Flint Steel | 20,000 | 5 | 5 | 14 |
| Forest City | 20,000 | 5 | 5 | 14 |
| Forest Shepherd | 20,000 | 5 | 5 | 14 |
| Franconia | 20,000 | 5 | 5 | 14 |
| Franklin | 20,000 | 5 | 5 | 14 |
| French Creek | 100,000 | 5 | 5 | 14 |
| Gardner Hill | 20,000 | 5 | 5 | 14 |
| Glencoe | 20,000 | 1 | 1 | 14 |
| Globe | 20,000 | 1 | 1 | 14 |
| Grand Portage | 20,000 | 1 | 1 | 14 |
| Great Western | 20,000 | 1 | 1 | 14 |
| Green Mountain | 30,000 | 10 | 10 | 14 |
| Gullford | 20,000 | 5 | 5 | 14 |
| Hamilton | 20,000 | 5 | 5 | 14 |
| Hancock | 20,000 | 5 | 5 | 14 |
| Hanover | 20,000 | 5 | 5 | 14 |
| Highland | 20,000 | 5 | 5 | 14 |
| Hilton | 20,000 | 5 | 5 | 14 |
| Hope | 20,000 | 5 | 5 | 14 |
| Hudson | 20,000 | 5 | 5 | 14 |

MINING STOCKS.

| COMPANIES. | | Number of Shares. | Par Value of Shares. | Paid on Shares. | Market price per sh. |
|--------------------|-------|-------------------|----------------------|-----------------|----------------------|
| COPPER: | | | | | |
| Humboldt | L. S. | 20,000 | | 2 | 9 |
| Hungarian | " | 20,000 | | 1 | |
| Huron | " | 20,000 | | 16 | 39 |
| Indiana | " | 20,000 | | 6 | 8 |
| Iale Royale | " | 20,000 | | 164 | 24 |
| Jefferson | " | 20,000 | | | |
| Kickapoo | " | 200,000 | | 1 | |
| King Phillip | " | 20,000 | | | |
| Knowlton | " | 20,000 | | 1 | 9 |
| Lafayette | " | 20,000 | | | |
| Lake | Ca. | 200,000 | | 1 | |
| Logan | " | 100,000 | | 3 | 19 |
| Madison | L. S. | 20,000 | | 1 | 2 |
| Malden | " | 20,000 | | 1 | 6 |
| Mandan | " | 20,000 | | 24 | 6 |
| Manhattan | " | 20,000 | | 24 | 6 |
| Maryland | Md. | 20,000 | | 5 | 1 |
| Mass. | L. S. | 20,000 | | | |
| Massachusetts | " | 20,000 | | | 1 |
| Mendota | " | 20,000 | | | |
| Menard | " | 20,000 | | 54 | 11 |
| Middlesex | " | 20,000 | | | |
| Minnesota | " | 20,000 | | 34 | 63 |
| National | " | 20,000 | | 5 | 33 |
| Native | " | 20,000 | | 3 | 8 |
| Naumkeag | " | 20,000 | | 1 | 2 |
| Nelson | Ca. | 20,000 | | | 16 |
| Nequaket | L. S. | 20,000 | | 1 | |
| New England | " | 20,000 | | 5 | 2 |
| N. J. Consol. | N. J. | | | | |
| Newton | Ca. | 200,000 | | 1 | |
| New York | L. S. | 20,000 | | | |
| N. Y. & Passaic | N. J. | 100,000 | | 5 | |
| North Cliff | L. S. | 20,000 | | 3 | 7 |
| North State | " | 20,000 | | 5 | 6 |
| North Sutton | Ca. | 100,000 | | 5 | |
| North Western | L. S. | 20,000 | | 74 | 14 |
| Norwich | " | 20,000 | | | |
| Ogima | " | 20,000 | | | |
| Ontonagon | " | 20,000 | | | |
| Ottawa | Ca. | 200,000 | | 1 | |
| Pennsylvania | L. S. | 20,000 | | 25 | 24 |
| Petherick | " | 20,000 | | 12 | 10 |
| Pewabic | " | 20,000 | | 32 | 35 |
| Phoenix | " | 20,000 | | 15 | 33 |
| Pittsburg & Boston | " | 20,000 | | 54 | 90 |
| Pontiac | " | 20,000 | | 33 | |
| Prince of Wales | Ca. | 20,000 | | | |
| Providence | L. S. | 20,000 | | | |
| Quincy | " | 200,000 | | 10 | 84 |
| Raid Hill | Ca. | 100,000 | | | |
| Reliance | L. S. | 20,000 | | | |
| Rockland | " | 20,000 | | 5 | 17 |
| Rudisell | " | 20,000 | | 5 | 7 |
| St. Clair | L. S. | 20,000 | | 3 | |
| St. Flavian | Ca. | 100,000 | | 5 | |
| St. Mary's | L. S. | 20,000 | | 84 | |
| Sheldon | " | 20,000 | | | |
| Silver Creek | " | 20,000 | | 5 | 4 |
| Silver Hill | " | 20,000 | | | |
| Silver Valley | " | 20,000 | | 5 | 30 |
| South Side | " | 20,000 | | 3 | |
| Springfield | Md. | 20,000 | | 5 | |
| Star | " | 20,000 | | 74 | |
| Stratford | " | 30,000 | | 10 | |
| Superior | L. S. | 20,000 | | 4 | 1 |
| Sussex | " | 100,000 | | | |
| Sutton | Ca. | 100,000 | | 5 | |
| Toltec | L. S. | 20,000 | | | 20 |
| Tremont | " | 20,000 | | 1 | |
| Vermont | Vt. | | | 5 | |
| Vernon | " | | | 10 | |
| Victoria | L. S. | | | | 14 |
| Waterloo | Ca. | 100,000 | | | |
| Washington | L. S. | 20,000 | | 8 | |
| West Minnesota | " | 20,000 | | | 4 |
| Wickham | Ca. | 200,000 | | 5 | 5 |
| Wickopee | " | 100,000 | | 5 | |
| Winthrop | L. S. | 20,000 | | | 24 |
| Wyandotte | " | 20,000 | | | |
| LEAD AND ZINC: | | | | | |
| Bucks County | Pa. | | | | |
| Canada | Ca. | 50,000 | | 6 | |
| Clute | " | | | | |
| Crystal Lake | " | | | | |
| Erie | " | | | | |
| Gay's River | | 100,000 | | 1 | |
| Hampton | | 100,000 | | 5 | |
| Lancaster | Pa. | | | | |
| 12 Mineral Point | | 100,000 | | 6 | |
| 1 Mount Hope | N. Y. | 80,000 | | | |
| 20 New Jersey (3) | N. J. | 12,000 | | 20 | 11 |
| N. Y. & Boston | N. Y. | 100,000 | | 5 | |
| Oswegatchie | " | 100,000 | | | |
| Placenta Bay | N. F. | | | | |
| Ramsay | Ca. | 20,000 | | 25 | |
| Roselee | " | 100,000 | | | |
| 7 Shawangunk | N. Y. | 100,000 | | 6 | |
| 8 Sussex | N. J. | | | | |
| 13 Union | | 100,000 | | 6 | |
| PLUMBAGO: | | | | | |
| 6 Buckingham | Vi. | 50,000 | | 5 | |
| 24 Oxford | " | 150,000 | | | |
| 3 Sunapee | " | 2,000 | | 50 | |

PASSENGER RAILROAD SHARE LIST

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

| Fiscal year ending. | Completed: equal- val't in single trk. | In progress or projected | Equip- ment | | | Companies | Cost of Road and Equipment | Share Capital paid in. | Indebted- ness | | Earnings | | Dividends on paid capital. | Par Value. | Market Price. | Description. | Amount out- standing | Rate. | Term. | Pay- able | Principle payable | Market Price |
|---------------------|---|-----------------------------|----------------|----------|----------|--|-------------------------------|---------------------------|-------------------|-------------------|----------|---------|-------------------------------|------------|---------------|--|----------------------------|-------|---------|--------------|----------------------|-----------------|
| | | | Horses. | 2 horse. | 1 horse. | | | | Bonded Debt. | Floating Debt. | Gross. | Nett. | | | | | | | | | | |
| 30 Nov. '62 | 1.62 | m. | No | No | N | MASSACHUSETTS. | \$40,000 | \$40,000 | | | \$5,000 | \$5,000 | | | | Broadway (Brooklyn): Real Estate Mortgage | \$7,500 | 7 | J. & J. | Var. | | |
| 30 Nov. '62 | 4.30 | | 134 | 20 | | Boston and Chelsea | 118,020 | 69,200 | | 750 | 69,580 | 9,225 | 124 | 48 | 64 | Brooklyn Centr. & Jamaica: | | | | | | |
| 30 Nov. '62 | 8.21 | | | | | Cambridge | 602,651 | 445,800 | 150,000 | 74 | 55,622 | 58,622 | 9 | 126 | | 1st Mortgage | 252,100 | 7 | J. & D. | 1870 | | |
| 30 Nov. '62 | 0.99 | | | | | Cliftondale | 95,500 | 70,000 | 25,000 | 3,748 | 625 | | | | | Brooklyn City: | | | | | | |
| 30 Nov. '62 | 4.39 | | | | | Dorchester | 155,594 | 120,800 | 5,000 | | 8,306 | 7,467 | 7 1/2 | | | 1st Mortgage | 170,000 | 7 | J. & J. | 1872 | | |
| 30 Nov. '62 | 0.79 | | | | | Dorchester Extension | 12,800 | 12,800 | | | 1,024 | 1,024 | 5 | | | Brooklyn City & Newtown: | | | | | | |
| 30 Nov. '62 | 0.75 | | | | | Dorchester and Roxbury | 25,641 | 11,000 | 7,800 | 7,932 | | | | | | 1st Mortgage | 140,000 | 7 | J. & J. | 1872 | | |
| 30 Nov. '62 | 12.43 | | 123 | 23 | | Lynn and Boston | 193,310 | 86,200 | 50,000 | 65,547 | 61,935 | | | | | Cambridge: | | | | | | |
| 30 Nov. '62 | 3.51 | | | | | Malden and Melrose | 60,200 | 200,000 | 75,100 | 66,225 | 2,040 | 2,040 | 6 | | | 1st Mortgage | 150,000 | 6 | J. & J. | 1881 | 100 | |
| 30 Nov. '62 | 3.28 | | | | | Medford and Charlestown | 34,000 | 22,000 | 12,000 | | 2,400 | 2,400 | 6 | | | Central Park, East & North River: | | | | | | |
| 30 Nov. '62 | 21.17 | | 515 | 82 | | Metropolitan (Boston) | 733,955 | 600,000 | | 103,700 | 300,800 | 64,892 | | | | 1st Mortgage | 101,000 | 7 | J. & J. | 1874 | | |
| 30 Nov. '62 | 0.33 | | 290 | 42 | | Middlesex (Boston) | 461,730 | 355,000 | | 59,457 | 124,718 | 41,396 | | | | Citizens' (Pittsburg) | | | | | | |
| 30 Nov. '62 | 2.97 | | | | | Newton | 27,451 | 25,000 | 20,000 | 29,740 | 14,068 | 4,841 | | | | 1st Mortgage | 47,800 | 7 | J. & J. | 1870 | | |
| 30 Nov. '62 | 2.90 | | | | | Quincy | 102,760 | 53,000 | 20,000 | 29,740 | 14,068 | 4,841 | | | | Coney Island and Brooklyn: | | | | | | |
| 30 Nov. '62 | 2.79 | | | | | Somerville | 60,000 | 50,000 | | | 1,497 | 2,500 | 5 | 32 1/2 | | 1st Mortgage | 7,000 | 7 | J. & J. | 1873 | | |
| 30 Nov. '62 | 2.50 | | | | | Stoneham street (Boston) | 33,505 | 32,000 | | 23,625 | 29,083 | | | | | Delaware County: | | | | | | |
| 30 Nov. '62 | 4.48 | | 57 | 2 | | Suffolk (Boston) | 61,880 | 12,257 | 24,800 | 23,625 | 29,083 | | | | | 1st Mortgage | 6,500 | 7 | | | | |
| 30 Nov. '62 | 1.62 | | 287 | 50 | | Union (Transportation) | 174,500 | 160,000 | 22,200 | 18,307 | 197,222 | 17,078 | 10 | | | Dorchester: | | | | | | |
| 30 Nov. '62 | 1.80 | | | | | West Cambridge | 12,850 | 12,850 | | | 771 | 771 | 6 | 47 | | Real Estate Mortgage | 5,000 | 6 | | | | |
| 30 Nov. '62 | 2.04 | | | | | West Roxbury | | | | | | | | | | Dorchester and Roxbury: | | | | | | |
| 30 Nov. '62 | 3.88 | | | | | Winnismmet | 62,162 | 62,200 | | 4,798 | 3,750 | 3,750 | 6 | | | 1st Mortgage | 7,800 | 6 | J. & J. | | | |
| 30 Nov. '62 | | | | | | Worcester | 60,000 | | | | | | | | | Frankford and Southwark: | | | | | | |
| 30 Nov. '62 | | | | | | | | | | | | | | | | 1st Mortgage | 200,000 | 7 | J. & J. | 1869 | 107 1/2 | |
| 30 Nov. '62 | | | | | | CONNECTICUT. | | | | | | | | | | | | | | | | |
| 30 Nov. '62 | | | | | | Hartford City | 30,000 | 30,000 | | | | | | | | | | | | | | |
| 30 Nov. '62 | | | | | | NEW YORK. | | | | | | | | | | | | | | | | |
| 30 Nov. '62 | | | | | | Avenue D (New York City) | 236,036 | 200,000 | 27,500 | 324 | 62,327 | 14,915 | 3 | | | Germantown: | | | | | | |
| 30 Nov. '62 | | | | | | Broadway (Brooklyn) | 1,505 | | | | | | | | | 1st Mortgage | 250,000 | 7 | J. & J. | 1860 | | |
| 30 Nov. '62 | | | | | | Brooklyn, Bath & Coney Isld | 794,912 | 492,150 | 252,100 | 62,967 | 127,843 | 10,868 | | | | Green and Coates St.: | | | | | | |
| 30 Nov. '62 | | | | | | Brooklyn Central & Jamaica | 1,332,506 | 1,000,000 | 170,000 | 10,000 | 491,629 | 118,390 | 8 | 100 | 150 | 1st Mortgage | 82,000 | 7 | J. & J. | 1870 | 112 | |
| 30 Nov. '62 | | | | | | Brooklyn City | 267,623 | 346,000 | 146,000 | 8,000 | 30,944 | 2,769 | | | | Hestonville, Mantua & Fair- mount: | | | | | | |
| 30 Nov. '62 | | | | | | Brooklyn City & Ridgewood | 51,328 | 55,500 | | | | | | | | 1st Mortgage | 40,000 | 7 | J. & J. | 1869 | | |
| 30 Nov. '62 | | | | | | Buffalo Street | | | | | | | | | | Hoboken and Weehawken: | | | | | | |
| 30 Nov. '62 | | | | | | Central City (S.E. Riv. (N.Y.)) | 454,554 | 359,020 | 101,000 | 7,689 | | | | | | 1st Mortgage | 60,000 | 7 | M. & S. | 1872 | | |
| 30 Nov. '62 | | | | | | Central Pk. & S.E. Riv. (N.Y.) | 601,364 | 498,800 | 7,000 | 2,717 | 21,457 | 6,874 | | | | Lynn and Boston: | | | | | | |
| 30 Nov. '62 | | | | | | East & North River (N.Y.) | 650 | 650 | | | | | | | | 1st Mortgage (road) | 50,000 | 6 | M. & S. | 71-72 | 100 | |
| 30 Nov. '62 | | | | | | East & North River (N.Y.) | 938,365 | 800,000 | | 25,000 | 309,985 | 121,565 | 12 | 100 | | 1st Mortgage (equipment) | 40,000 | 6 | | | | |
| 30 Nov. '62 | | | | | | Fourteenth Street (N.Y.) | | | | | | | | | | | | | | | | |
| 30 Nov. '62 | | | | | | Grand St. & Newtown (Wg.) | | | | | | | | | | | | | | | | |
| 30 Nov. '62 | | | | | | Harlem Br. Morris & Ford in Main & Ohio St. (Buffalo) | | | | | | | | | | Malden and Melrose: | | | | | | |
| 30 Nov. '62 | | | | | | Niagara Street (Buffalo) | | | | | | | | | | 1st Mortgage guaranteed | 60,000 | 6 | | 1890 | 90 | |
| 30 Nov. '62 | | | | | | Ninth Avenue (N.Y.) | 413,948 | 796,380 | 22,000 | | 89,498 | 19,430 | | | | Medford and Charlestown: | | | | | | |
| 30 Nov. '62 | | | | | | N.Riv. & Wall st. Ferry (N.Y.) | | | | | | | | | | 1st Mort. (Winter St. Br.) | 12,000 | 6 | | | | |
| 30 Nov. '62 | | | | | | Port Morris & Westchester. | 1,200 | 1,200 | | | | | | | | Metropolitan: | | | | | | |
| 30 Nov. '62 | | | | | | Rochester City & Brighton | 1,700 | | | | | | | | | 1st Mortgage | 36,625 | 6 | | | | |
| 30 Nov. '62 | | | | | | Second Avenue (N.Y.) | 1,101,873 | 650,000 | 450,000 | 42,500 | 243,066 | 51,409 | | | | Real Estate Mortgage | | 6 | | | | |
| 30 Nov. '62 | | | | | | Seventh Avenue (N.Y.) | | | | | | | | | | Middlesex: | | | | | | |
| 30 Nov. '62 | | | | | | Sixth Avenue (N.Y.) | 1,089,317 | 750,000 | 25,000 | | 368,032 | 88,194 | 10 | 100 | 200 | Malden & Melrose bonds. | 60,000 | 6 | | 1870 | | |
| 30 Nov. '62 | | | | | | Tenth Av & 32d st. (N.Y.) | | | | | | | | | | Real Estate | 6,210 | | | | | |
| 30 Nov. '62 | | | | | | Third Avenue (N.Y.) | 1,757,029 | 1,170,000 | 400,000 | | 580,736 | 211,939 | 12 | 100 | 240 | Ninth Avenue: | | | | | | |
| 30 Nov. '62 | | | | | | Troy and Lansingburg | | | | | | | | | | 1st Mortgage | 22,000 | 7 | | | | |
| 30 Nov. '62 | | | | | | Utica City | | 1,430 | | | | | | | | North Philadelphia: | | | | | | |
| 30 Nov. '62 | | | | | | V. Brunt st. & Erie Bas. (Buff.) | 298 | 330 | | | | | | | | 1st Mortgage | 100,000 | 7 | J. & J. | 1899 | | |
| 30 Nov. '62 | | | | | | NEW JERSEY. | | | | | | | | | | | | | | | | |
| 30 Nov. '62 | | | | | | Hoboken and Hudson City | 32,000 | 30,000 | | 2,000 | | | | | | Philadelphia City: | | | | | | |
| 30 Nov. '62 | | | | | | Hoboken and Weehawken | 134,400 | 70,000 | 60,000 | | 17,228 | 9,986 | 3 | | | 1st Mortgage | 135,000 | 6 | J. & J. | 1879 | | |
| 30 Nov. '62 | | | | | | Jersey City & Bergen Point | | | | | | | | | | Philadelphia and Darby: | | | | | | |
| 30 Nov. '62 | | | | | | Orange and Newark | | | | | | | | | | 1st Mortgage | 17,000 | 7 | J. & J. | 1870 | | |
| 30 Nov. '62 | | | | | | West Hoboken & Hoboken. | 100,000 | 40,000 | 60,000 | | | | | | | Philadelphia and Gray's Ferry: | | | | | | |
| 30 Nov. '62 | | | | | | | | | | | | | | | | 1st Mortgage | 15,500 | 7 | J. & J. | 1869 | | |
| 30 Nov. '62 | | | | | | Chestnut & Walnut (Phila.) | 225,000 | 100,000 | 135,000 | | 124,521 | 78,553 | 35 | 65 | | Pittsburg, Allegheny and Manchester: | | | | | | |
| 30 Nov. '62 | | | | | | Citizens' (Pittsburg) | 132,044 | 80,000 | 47,800 | 3,991 | 84,440 | 47,180 | 25 | | | 1st Mortgage | 25,000 | 7 | J. & J. | 1871 | | |
| 30 Nov. '62 | | | | | | Delaware County | 31,000 | 24,030 | 6,500 | 1,850 | 4,858 | 172 | | | | Pittsburg & Birmingham: | | | | | | |
| 30 Nov. '62 | | | | | | Fairmount & Arch st. (Phil.) | 195,845 | 200,000 | | | 62,052 | 16,534 | 54 | 344 | | 1st Mortgage | 22,600 | 7 | J. & J. | 1870 | | |
| 30 Nov. '62 | | | | | | Frankford & Southw'k (Ph.) | 668,520 | 442,045 | 200,000 | | 172,955 | 59,743 | 7 1/2 | | | Pittsburg & East Liberty: | | | | | | |
| 30 Nov. '62 | | | | | | Germantown | 299,913 | 112,245 | 250,000 | 1,000 | 106,792 | 35,431 | | | | 1st Mortgage | 100,000 | 7 | J. & J. | 1871 | | |
| 30 Nov. '62 | | | | | | Girard College (Phila.) | 150,041 | 160,000 | | | 62,862 | 19,715 | 12 1/2 | | | Plain bonds. | 20,000 | | M. & S. | 1868 | | |
| 30 Nov. '62 | | | | | | Green & Coates st. (Phila.) | 219,787 | 150,000 | 82,000 | | 108,653 | 31,990 | 14 1/2 | | | | | | | | | |
| 30 Nov. '62 | | | | | | Heston, Mantua & Fairm't Lombard & South st. (Phila.) | 100,000 | 60,000 | 40,000 | | | | | | | | | | | | | |
| 30 Nov. '62 | | | | | | North Philadelphia. | 300,000 | 200,000 | 100,000 | | | | | | | | | | | | | |
| 30 Nov. '62 | | | | | | Philadelphia and Darby | 88,983 | 99,439 | 17,000 | 500 | 22,241 | 4,606 | 2 1/2 | | | Richmond and Schuylkill: | | | | | | |
| 30 Nov. '62 | | | | | | Pittsb. Allegheny & Manch'r | 76,559 | 49,500 | 25,000 | 2,127 | 38,541 | 7,252 | | | | 1st Mortgage | 80,000 | 7 | J. & J. | 1870 | | |
| 30 Nov. '62 | | | | | | Pittsburg and Birmingham | 63,295 | 37,475 | 22,600 | 3,329 | 34,377 | 2,498 | | | | | | | | | | |
| 30 Nov. '62 | | | | | | Pittsburg and East Liberty | 290,000 | 200,000 | 100,000 | 26,000 | 29,653 | 2,422 | | | | | | | | | | |
| 30 Nov. '62 | | | | | | Race and Vine (Fairmount) | 180,000 | 180,000 | | | | | | | | | | | | | | |
| 30 Nov. '62 | | | | | | Richmond & Schuylkill (Ph.) | 130,000 | 100,000 | 30,000 | | | | | | | | | | | | | |
| 30 Nov. '62 | | | | | | Ridge Avenue & Manyunk | 170,582 | 118,000 | 50,000 | | 28,987 | 12,296 | 8 | | | | | | | | | |
| 30 Nov. '62 | | | | | | Second & Third st. (Phila.) | 463,198 | 203,767 | 175,800 | 1,037 | 286,896 | 131,645 | 24 1/2 | | | | | | | | | |
| 30 Nov. '62 | | | | | | 17th & 19th st. (Phila.) | 113,000 | 120,000 | | 15,000 | 38,919 | 24,322 | 1 1/2 | | | | | | | | | |
| 30 Nov. '62 | | | | | | 6 Spruce & Pine (Phil. & Gr's F.) | 173,010 | 159,312 | 15,500 | | 70,223 | 25,740 | 12 | | | | | | | | | |
| 30 Nov. '62 | | | | | | 10th & 11th st. (Citizens') | 108,443 | 192,750 | | 9,000 | 98,379 | 38,607 | 13 | 514 | | | | | | | | |
| 30 Nov. '62 | | | | | | 13th & 15th st. (Phila.) | 100,000 | | | | | | | | | | | | | | | |

FEDERAL AND STATE SECURITIES.

| DESCRIPTION OF SECURITIES. | Amounts outstanding. | Interest. | | | | DESCRIPTION OF SECURITIES. | Amounts outstanding. | Interest. | | | |
|--|----------------------|-----------|--------------|-----------|---------------|---|----------------------|-----------|--------------|-----------|---------------|
| | | Rate. | Periods. | WHEN DUE. | Market Price. | | | Rate. | Periods. | WHEN DUE. | Market Price. |
| UNITED STATES LOANS. | | | | | | | | | | | |
| Loan of June 25, 1917.....registered coupon | \$9,415,250 | 6 | Jan. & July. | 1867 | 120 | Massachusetts—Union Fund Loan.....coupon | 3,000,000 | 6 | Jan. & July. | 71-76 | 129 |
| Loan of Dec. 31, 1848.....registered coupon | 8,908,342 | 6 | " | 1867 | 124 | " " " " " " " " " " " " | 600,000 | 5 | " | 77-78 | 117 |
| Texas Indemnity, of Sep. 9, 1860.....coupon | 3,461,000 | 5 | " | 1868 | 123 | " " " " " " " " " " " " | 500,000 | 5 | May & Nov. | 1893 | 119 |
| Loan of June 14, 1855.....registered coupon | 20,000,000 | 6 | " | 1868 | 124 | " " " " " " " " " " " " | 1,000,000 | 5 | " | 1883 | 118 |
| Loan of June 22, 1860.....registered coupon | 7,022,000 | 5 | " | 1865 | 105 | " " " " " " " " " " " " | 168,000 | 5 | " | 1880 | " |
| Oregon War Debt of June, 1861.....coupon | 1,028,800 | 5 | " | 1874 | 106 | Michigan—Renewal Loan.....coupon | 216,000 | 6 | Jan. & July. | 1878 | 100 |
| Loan of Feb. 5, 1861.....registered coupon | 10,415,000 | 5 | " | 1874 | 105 | " " " " " " " " " " " " | 100,000 | 6 | " | 1879 | " |
| Loan of July 17, 1861.....registered coupon | 50,000,000 | 5 | " | 1871 | 102 | " " " " " " " " " " " " | 587,000 | 7 | " | 1876 | 103 |
| Loan of Feb. 25, 1862 (5-20s).....registered coupon | 40,230,000 | 5 | " | 1871 | 109 | " " " " " " " " " " " " | 2,000,000 | 6 | " | 1887 | 105 |
| Treasury Notes of Feb. & Aug. 1861.....coupon | 62,931,000 | 5 | Yearly. | 1881 | 112 | Minnesota—State bonds (Indian war).....coupon | 250,000 | 8 | Jan. & July. | 1867 | 105 |
| Treasury Notes of 1863 (legal tender).....coupon | 86,989,500 | 5 | Jan. & July. | 1881 | 107 | " " " " " " " " " " " " | 100,000 | 7 | " | 1871 | " |
| Treasury Notes of 1861 & 1862 (customs)..... | 717,141 | 5 | " | 1881 | 113 | " " " " " " " " " " " " | 2,275,000 | 7 | " | 1883 | " |
| Certificates of Deposit..... | 28,059,295 | 5 | " | 1881 | 114 | Mississippi—State bonds (Banks).....coupon | 2,000,000 | 6 | " | 1863 | 71 |
| Certificates of Indebtedness.....(coin)..... | 167,093,241 | 5 | " | 1881 | 115 | Missouri—Bank Stock Loan of 1857.....coupon | 63,000 | 5 | Jan. & July. | 1863 | 68 |
| (N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.) | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 199,000 | 6 | " | 1863 | 71 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 100,000 | 6 | April & Oct. | 1863 | " |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 40,000 | 6 | Jan. & July. | 1863 | " |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 200,000 | 6 | " | 1863 | " |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 7,000,000 | 6 | " | 1863 | " |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 4,500,000 | 6 | " | 1863 | " |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 3,000,000 | 6 | " | 1863 | " |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 4,350,000 | 6 | " | 1863 | " |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 3,501,000 | 6 | " | 1863 | " |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 650,000 | 6 | " | 1863 | " |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 700,000 | 6 | " | 1863 | " |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 451,000 | 9 | June & Dec. | 1863 | 64-66 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 780,000 | 6 | " | 1863 | " |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 635,100 | 6 | Feb. & Aug. | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 200,000 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 96,000 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 531,820 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 200,000 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 561,500 | 5 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 348,107 | 5 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 900,000 | 5 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 442,961 | 5 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 1,189,781 | 5 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 1,300,000 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 700,000 | 7 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 28,698 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 11,050 | 5 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 14,230 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 421,001 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 287,700 | 4 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 68,000 | 5 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 28,000 | 5 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 320,000 | 5 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 100,000 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 6,922,274 | 5 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 15,889,025 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 1,200,000 | 7 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 9,129,605 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 1,015,000 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 379,866 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 2,183,532 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 1,600,000 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 4,995,309 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 2,400,000 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 215,385 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 299,704 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 280,989 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 2,920,403 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 55,372 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 131,200 | 4 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 10,780,095 | 5 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 3,886,070 | 5 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 3,690,614 | 5 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 3,241,898 | 5 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 210,263 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 200,000 | 4 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 1,177,890 | 5 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 675,029 | 5 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 1,045,629 | 5 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 1,558,673 | 5 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 2,277,755 | 5 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 1,766,214 | 5 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 4,880,000 | 5 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 428,000 | 5 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 400,000 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 650,000 | 5 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 360,937 | 5 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 97,880 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 3,000,000 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 2,000,000 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 484,444 | 5 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 1,708,017 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 1,810,000 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 1,125,000 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 2,063,606 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 12,799,000 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 608,000 | 5 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 48,000 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 175,000 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 58,000 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 751,000 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 404,000 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 18,264,612 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 12,624,500 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 1,865,000 | 5 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 100,000 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 200,000 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 100,000 | 6 | " | 1876 | 103 |
| | | 5 | " | 1881 | 115 | " " " " " " " " " " " " | 1,100,000 | 6 | " | 1876 | 103 |

RAILROAD EARNINGS—MONTHLY.

| | January. | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Total. |
|--|----------|-----------|-----------|---------|---------|---------|---------|---------|------------|-----------|-----------|-----------|------------|
| Chicago and Alton: | | | | | | | | | | | | | |
| 1890 | 55,734 | 55,123 | 74,690 | 63,995 | 86,211 | 76,426 | 81,463 | 103,655 | 94,923 | 107,758 | 73,751 | 64,837 | 888,881 |
| 1891 | 71,531 | 75,621 | 78,861 | 65,268 | 76,260 | 63,761 | 73,474 | 136,897 | 141,174 | 122,487 | 104,254 | 80,299 | 1,095,464 |
| 1892 | 78,169 | 98,591 | 110,935 | 72,196 | 81,994 | 90,626 | 95,096 | 128,191 | 132,689 | 119,409 | 115,201 | 111,958 | 1,225,001 |
| 1893 | 109,850 | 101,355 | 104,372 | 122,084 | 182,301 | 145,542 | 149,127 | 167,948 | 170,044 | 170,910 | 159,569 | 163,294 | 1,675,706 |
| 1894 | 100,991 | 154,418 | 188,792 | 176,000 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Chicago and Rock Island | | | | | | | | | | | | | |
| 1890 | 60,058 | 55,497 | 68,116 | 71,792 | 73,573 | 72,392 | 67,076 | 87,233 | 120,063 | 126,090 | 100,440 | 82,252 | 984,877 |
| 1891 | 72,834 | 66,703 | 77,406 | 89,170 | 104,272 | 100,403 | 82,895 | 139,049 | 134,500 | 145,839 | 92,873 | 75,457 | 1,181,008 |
| 1892 | 83,030 | 63,975 | 77,007 | 76,909 | 102,163 | 90,621 | 88,410 | 130,542 | 164,084 | 152,837 | 123,319 | 118,753 | 1,261,060 |
| 1893 | 120,776 | 90,007 | 76,676 | 76,469 | 102,353 | 138,374 | 112,947 | 117,086 | 146,268 | 161,508 | 138,705 | 135,595 | 1,423,490 |
| 1894 | 140,024 | 130,225 | 122,512 | 127,508 | 144,995 | 191,766 | 139,383 | 161,014 | 224,584 | 217,335 | 198,162 | 202,014 | 1,900,492 |
| 1894 | 155,034 | 168,151 | 198,119 | 175,838 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Chicago and Northwestern: | | | | | | | | | | | | | |
| 1890 | 18,569 | 19,535 | 22,970 | 25,851 | 28,291 | 28,066 | 24,326 | 28,536 | 51,340 | 55,831 | 55,008 | 42,101 | 400,459 |
| 1891 | 32,192 | 33,408 | 46,346 | 48,919 | 62,392 | 48,985 | 39,500 | 49,571 | 80,819 | 108,737 | 74,331 | 68,554 | 675,754 |
| 1892 | 48,351 | 48,651 | 69,920 | 60,410 | 84,891 | 83,229 | 76,897 | 60,527 | 87,167 | 106,146 | 81,296 | 65,199 | 855,658 |
| 1893 | 46,905 | 49,103 | 69,249 | 54,728 | 84,706 | 104,815 | 95,340 | 71,306 | 104,094 | 124,787 | 108,958 | 90,991 | 994,877 |
| 1894 | 69,691 | 81,100 | 92,483 | 103,450 | 107,896 | 124,293 | 115,861 | 106,491 | 172,072 | 210,476 | 163,398 | 163,622 | 1,488,19 |
| 1894 | 98,123 | 111,495 | 157,962 | 174,539 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Cleveland and Toledo: | | | | | | | | | | | | | |
| 1890 | 59,856 | 56,779 | 75,709 | 62,294 | 55,652 | 52,788 | 44,781 | 61,791 | 72,389 | 79,673 | 76,204 | 82,220 | 790,286 |
| 1891 | 78,170 | 67,210 | 76,032 | 66,902 | 65,907 | 55,085 | 50,396 | 66,573 | 84,603 | 94,406 | 82,467 | 82,400 | 850,499 |
| 1892 | 85,239 | 76,918 | 85,663 | 90,324 | 65,302 | 65,137 | 52,269 | 60,285 | 84,640 | 98,528 | 88,401 | 105,253 | 859,959 |
| 1893 | 106,263 | 88,468 | 108,175 | 87,915 | 69,716 | 64,910 | 71,716 | 78,539 | 102,176 | 112,507 | 117,284 | 104,876 | 1,167,544 |
| 1894 | 146,916 | 146,839 | 166,780 | 121,278 | 100,225 | 100,066 | 91,308 | 102,130 | 132,130 | 140,013 | 144,800 | 134,389 | 1,574,893 |
| Erie: | | | | | | | | | | | | | |
| 1890 | 304,708 | 319,593 | 372,296 | 380,343 | 349,953 | 380,657 | 361,819 | 359,114 | 456,235 | 465,950 | 536,008 | 414,764 | 4,061,049 |
| 1891 | 346,000 | 433,311 | 457,161 | 393,409 | 393,409 | 393,409 | 319,955 | 477,642 | 600,124 | 587,242 | 561,448 | 412,723 | 4,355,424 |
| 1892 | 404,507 | 391,932 | 458,590 | 547,174 | 606,610 | 430,063 | 372,705 | 419,010 | 615,945 | 719,354 | 734,108 | 714,211 | 5,234,182 |
| 1893 | 699,097 | 601,595 | 638,006 | 626,070 | 587,410 | 628,842 | 596,024 | 615,962 | 766,421 | 885,139 | 902,906 | 968,859 | 6,460,334 |
| 1894 | 846,995 | 839,949 | 956,445 | 948,059 | 848,793 | 770,148 | 731,243 | 687,092 | 816,801 | 965,294 | 1,024,649 | 1,035,321 | 10,469,481 |
| 1894 | 984,837 | 914,133 | 1,094,508 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Galena and Chicago: | | | | | | | | | | | | | |
| 1890 | 62,421 | 65,943 | 92,021 | 88,708 | 122,008 | 110,656 | 83,527 | 119,280 | 206,903 | 196,934 | 123,907 | 80,344 | 1,369,441 |
| 1891 | 60,653 | 62,698 | 80,793 | 93,254 | 115,505 | 93,449 | 80,705 | 166,541 | 210,528 | 252,108 | 142,053 | 94,860 | 1,492,762 |
| 1892 | 97,253 | 76,859 | 101,600 | 103,795 | 162,823 | 145,389 | 150,359 | 160,559 | 200,276 | 221,326 | 172,700 | 122,390 | 1,720,390 |
| 1893 | 109,807 | 105,424 | 74,340 | 90,180 | 168,194 | 225,048 | 190,456 | 129,019 | 188,370 | 208,675 | 159,530 | 143,582 | 1,777,541 |
| 1894 | 132,517 | 121,161 | 129,226 | 136,601 | 172,343 | 225,946 | 143,517 | 163,245 | 261,494 | 237,122 | 228,407 | 201,716 | 2,193,295 |
| 1894 | 143,906 | 169,577 | 177,251 | 196,872 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Hudson River: | | | | | | | | | | | | | |
| 1890 | 192,161 | 190,589 | 175,773 | 121,123 | 141,369 | 115,444 | 125,305 | 155,104 | 156,973 | 170,157 | 157,443 | 232,075 | 1,968,434 |
| 1891 | 209,422 | 212,714 | 161,047 | 134,602 | 156,281 | 129,996 | 140,860 | 167,220 | 180,000 | 193,951 | 169,549 | 220,370 | 2,075,322 |
| 1892 | 223,157 | 205,343 | 167,560 | 139,751 | 150,804 | 122,683 | 114,804 | 135,299 | 146,424 | 173,201 | 197,762 | 246,283 | 2,023,587 |
| 1893 | 307,330 | 281,568 | 308,963 | 292,346 | 192,442 | 151,427 | 159,769 | 193,442 | 212,113 | 239,911 | 270,083 | 243,971 | 2,922,970 |
| 1894 | 458,932 | 425,047 | 396,802 | 270,676 | 241,771 | 202,392 | 190,384 | 219,561 | 268,100 | 302,174 | 295,760 | 494,550 | 3,726,140 |
| 1894 | 501,231 | 472,240 | 356,026 | 278,540 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Illinois Central: | | | | | | | | | | | | | |
| 1890 | 132,936 | 134,511 | 154,690 | 153,644 | 144,894 | 149,592 | 139,102 | 181,612 | 246,829 | 245,392 | 250,742 | 192,322 | 2,126,066 |
| 1891 | 185,257 | 185,026 | 209,994 | 183,758 | 219,890 | 188,008 | 193,931 | 248,971 | 259,643 | 321,059 | 243,103 | 225,196 | 2,664,648 |
| 1892 | 321,844 | 279,268 | 229,334 | 199,483 | 177,829 | 189,280 | 208,988 | 289,862 | 284,020 | 243,249 | 224,401 | 259,612 | 2,999,612 |
| 1893 | 190,130 | 236,637 | 181,084 | 191,643 | 206,248 | 269,282 | 261,079 | 352,768 | 414,543 | 410,336 | 372,693 | 359,493 | 3,445,827 |
| 1894 | 299,944 | 271,085 | 276,643 | 289,224 | 324,687 | 407,992 | 343,929 | 511,305 | 478,576 | 496,453 | 437,679 | 424,581 | 4,571,028 |
| 1894 | 318,200 | 406,595 | 445,320 | 421,457 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Marietta and Cincinnati: | | | | | | | | | | | | | |
| 1890 | 39,904 | 26,252 | 25,891 | 38,579 | 32,668 | 29,384 | 37,271 | 56,687 | 46,452 | 81,329 | 55,257 | 48,544 | 512,216 |
| 1891 | 38,203 | 53,778 | 60,540 | 64,306 | 35,326 | 40,706 | 68,704 | 52,904 | 77,112 | 83,059 | 76,764 | 68,963 | 710,225 |
| 1894 | 59,540 | 77,874 | 90,755 | 73,215 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Milwaukee and Prairie du Chien: | | | | | | | | | | | | | |
| 1890 | 37,520 | 32,801 | 39,501 | 45,811 | 50,082 | 48,797 | 37,429 | 60,229 | 139,761 | 163,615 | 90,900 | 44,895 | 799,841 |
| 1891 | 64,246 | 44,027 | 43,637 | 49,102 | 112,286 | 141,771 | 107,117 | 90,468 | 184,726 | 177,879 | 130,184 | 67,920 | 1,158,407 |
| 1892 | 83,903 | 62,907 | 47,010 | 61,759 | 130,218 | 144,915 | 108,721 | 76,103 | 109,661 | 164,369 | 122,272 | 61,835 | 1,163,734 |
| 1893 | 67,180 | 76,132 | 44,925 | 83,177 | 106,967 | 111,260 | 71,587 | 69,362 | 156,417 | 206,064 | 138,242 | 90,000 | 1,224,343 |
| 1894 | 102,748 | 116,135 | 88,222 | 140,417 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Michigan Southern & Northern Indiana: | | | | | | | | | | | | | |
| 1890 | 104,345 | 106,823 | 143,626 | 145,258 | 158,084 | 122,796 | 101,710 | 161,170 | 173,870 | 218,465 | 196,406 | 152,172 | 1,754,819 |
| 1891 | 111,467 | 119,833 | 166,454 | 176,481 | 154,689 | 127,273 | 106,821 | 203,851 | 273,722 | 260,492 | 134,972 | 120,922 | 2,068,906 |
| 1892 | 140,925 | 116,933 | 163,170 | 186,951 | 170,832 | 161,391 | 126,558 | 178,773 | 235,090 | 276,181 | 231,265 | 189,077 | 2,189,077 |
| 1893 | 165,162 | 165,728 | 167,500 | 183,120 | 200,826 | 181,983 | 198,916 | 228,819 | 276,109 | 326,818 | 306,294 | 279,539 | 2,647,833 |
| 1894 | 245,784 | 230,508 | 254,206 | 267,693 | 263,931 | 237,982 | 188,141 | 236,512 | 300,822 | 371,361 | 326,650 | 341,808 | 3,207,250 |
| 1894 | 299,890 | 323,058 | 327,206 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Michigan Central: | | | | | | | | | | | | | |
| 1890 | 101,386 | 102,960 | 151,804 | 143,143 | 127,145 | 110,770 | 108,303 | 150,366 | 210,837 | 228,077 | 181,517 | 132,949 | 1,786,416 |
| 1891 | 107,749 | 160,311 | 166,741 | 166,510 | 123,085 | 128,393 | 103,540 | 251,423 | 300,474 | 300,474 | 196,182 | 120,922 | 2,025,142 |
| 1892 | 142,834 | 119,704 | 151,671 | 172,614 | 149,650 | 138,620 | 123,377 | 144,982 | 236,844 | 301,338 | 242,080 | 200,134 | 2,124,514 |
| 1893 | 220,150 | 159,658 | 161,902 | 175,096 | 186,039 | 174,001 | 172,189 | 216,624 | 296,966 | 322,369 | 307,475 | 258,633 | 2,650,701 |
| 1894 | 245,073 | 245,897 | 236,432 | 236,463 | 296,221 | 216,449 | 216,449 | 308,169 | 308,169 | 376,187 | 359,193 | 306,186 | 3,168,064 |
| 1894 | 252,435 | 278,518 | 349,502 | 338,275 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| New York Central: | | | | | | | | | | | | | |
| 1890 | 380,849 | 509,211 | 478,563 | 499,628 | 447,813 | 504,217 | 591,920 | 743,599 | 709,671 | 637,792 | 520,396 | 630,703 | 6,308,703 |
| 1891 | 357,123 | 492,530 | 561,078 | 585,141 | 651,700 | 486,943 | 644,494 | 692,382 | 866,985 | 811,458 | 730,736 | 623,047 | 7,164,922 |
| 1892 | 480,065 | 490,793 | 627,051 | 699,688 | 677,073 | 658,743 | 628,183 | 662,076 | 696,175 | 927,030 | 962,960 | 872,956 | 7,990,783 |
| 1893 | 749,163 | 631,956 | 710,314 | 770,223 | 736,114 | 610,417 | 749,571 | 752,841 | 892,744 | 1,018,375 | 968,229 | 1,002,763 | 9,093,214 |
| 1894 | 920,272 | 790,167 | 867,590 | 911,397 | 839,138 | 841,165 | 81 | | | | | | |

AMERICAN RAILROAD BOND LIST

* signifies that the road is in the hands of receivers, (†) that the company is in default in its interest, "S. F." Sinking Fund, "var." that the bonds fall due at different periods.

| Description. | Amount. | Interest. | Interest. | | Due. | Price. | Description. | Amount. | Interest. | Interest. | | Due. | Price. |
|--------------------------------|-----------|-----------|-----------------|-----------------|---------|---------|-------------------------------------|-----------|-----------|---------------|----------------|---------|---------|
| | | | When payable. | Where payable. | | | | | | When payable. | Where payable. | | |
| Alabama and Florida : | | | | | | | Chicago and Rock Island : | | | | | | |
| Mortgage | \$300,000 | 7 | | | 1867 | | 1st Mortgage | 1,397,000 | 7 | Jan. & July. | New York. | 1870 | 116 1/2 |
| Convert. (guar. by Dir.) | 150,000 | 7 | | | 1863 | | Chicago and Northwestern : | | | | | | |
| Alabama and Tenn. Rivers : | | | | | | | Preferred Sinking Fund. | 1,250,000 | 7 | Feb. & Aug. | New York. | 1885 | 108 |
| 1st Mortgage convertible. | 838,000 | 7 | Jan. & July. | New York. | 1872 | | General 1st Mortgage. | 3,000,000 | 7 | " | " | 1885 | 92 |
| 2d Mortgage | 228,705 | 8 | | | 1864 | | Bonds issued for coupons of do. | 750,000 | 7 | May & Nov. | " | 1893 | 103 |
| Albany, Vt. and Canada : | | | | | | | 2d Mortgage | 2,000,000 | 7 | " | " | 1890 | 90 |
| 1st Mortgage | 200,000 | 7 | March & Sept. | New York. | 1857 | | Appleton Extension Bonds. | 184,000 | 7 | Feb. & Aug. | " | 1885 | 99 1/2 |
| Albany and West Stockbridge : | | | | | | | Green Bay Extension Bonds. | 300,000 | 8 | " | " | 1885 | 95 |
| 1st Mortgage | 1,000,000 | 6 | Jan. & July. | Boston. | '66-'70 | | Flagg Trust Bonds. | 245,000 | 8 | Jan. & July. | " | " | |
| Androscoggin and Kennebec : | | | | | | | Cincinnati, Hamilton and Dayton : | | | | | | |
| Million Dollar Loan. | 192,100 | 6 | June & Dec. | Portland. | '61-'64 | 70 | 1st Mortgage | 384,000 | 7 | Jan. & July. | New York. | 1887 | 110 |
| \$1,100,000 Loan. | 804,600 | 6 | " | " | 1890 | 79 | 2d Mortgage | 950,000 | 7 | May & Nov. | " | 1880 | 110 |
| Stock, convert. (Coupon) | 710,000 | 6 | " | Waterv. | '63-'66 | | *Cincinnati, Wilm. and Zanesville : | | | | | | |
| Atlantic and Great Western : | | | | | | | 1st Mortgage | 1,300,000 | 7 | Jan. & July. | New York. | 1869 | |
| Penn. Division, 1st Mortgage | 2,500,000 | 7 | Oct. & April. | New York. | 1877 | 77 | 2d Mortgage | 574,000 | 7 | Feb. & Aug. | " | " | |
| Ohio " 1st Mortgage | 4,000,000 | 7 | " | " | 1875 | 100 | 3d Mortgage | 158,000 | 7 | " | " | " | |
| N. York " 1st Mortgage | 1,000,000 | 7 | " | " | 1879 | 80 | Income | 250,500 | 7 | " | " | " | |
| Atlantic and St. Lawrence : | | | | | | | Tunnel Right. | 1,000,000 | 7 | " | " | " | |
| Dollar Bonds (Coupon) | 988,000 | 6 | April & Oct. | Portland. | 1866 | 92 | Cleveland and Mahoning : | | | | | | |
| Sterling Bonds (Coupon) | 484,000 | 6 | Nov. & May. | London. | 1878 | 96 | 1st Mortgage | 850,000 | 7 | Feb. & Aug. | New York. | 1873 | 107 |
| City of Portland Loan (Coup.) | 1,000,000 | 6 | Various | N.Y., P. & Bos. | '68-'70 | | 2d Mortgage | 244,200 | 7 | March & Sept. | " | 1864 | 100 |
| Baltimore and Ohio : | | | | | | | 3d Mortgage | 658,200 | 8 | " | " | 1876 | |
| Maryland Sterling Bds of 1839. | 3,000,000 | 5 | Ja. Ap. Ju. Oc. | London. | 1838 | | Clev., Palmsville and Ashtabula : | | | | | | |
| Mortgage Coupon | 1863. | 6 | April & Oct. | Baltimore. | 1885 | 111 | 2d Mortgage | 228,000 | 7 | Feb. & Aug. | New York. | 1862 | 92 1/2 |
| " " 1860. | 700,000 | 6 | J. n. & July. | " | 1880 | 112 1/2 | Special (Sunbury and Erie) | 500,000 | 7 | " | " | 1878 | 121 |
| " " 1855. | 1,128,500 | 6 | Jan. & July. | " | 1875 | 112 1/2 | Dividend Mortgage. | 900,000 | 7 | " | " | 1880 | |
| " " 1834. | 1,000,000 | 6 | Ja. Ap. Ju. Oc. | " | 1867 | 104 | Cleveland and Pittsburg : | | | | | | |
| Balt. City Loan of 1855 | 5,000,000 | 6 | Jan. & July. | " | 1890 | 11 1/2 | 1st Mortgage (Main Line) | 800,000 | 7 | Feb. & Aug. | New York. | 1860 | 102 1/2 |
| Bellefontaine and Indiana : | | | | | | | 2d Mort. (M. L.) or 1st Extension | 1,189,000 | 7 | March & Sept. | " | 1873 | 100 |
| 1st Mortgage convertible. | 791,000 | 7 | Jan. & July. | New York. | 1866 | 101 1/2 | 3d Mort. (M. L.) or 2d Extension | 1,166,000 | 7 | " | " | 1875 | 105 |
| 2d Mortgage | 164,000 | 7 | " | " | 1870 | | 4th Mort. (M. L.) or 3d Extension | 1,059,028 | 6 | " | " | 1886 | 99 |
| Belvidere Delaware : | | | | | | | River Line bonds. | 20,000 | 7 | " | " | 1887 | |
| 1st Mort. (guar. C. and A.) | 1,000,000 | 6 | June & Dec. | New York. | 1867 | 100 | Clev., Columbus and Cin. : | | | | | | |
| 2d Mortgage (do.) | 500,000 | 6 | March & Sept. | Princeton. | 1885 | 95 | 1st Mortgage, Coupon | 500,000 | 7 | Jan. & July. | New York. | '64-'90 | |
| 3d Mortgage (do.) | 589,500 | 6 | Feb. & Aug. | " | 1877 | | Cleveland and Toledo : | | | | | | |
| Boston Concord and Montreal : | | | | | | | 1st Mortgage | 284,000 | 7 | April & Oct. | New York. | 1867 | 101 1/2 |
| 1st Mortgage | 200,000 | 6 | Feb. & Aug. | Boston. | 1865 | 100 1/2 | 2d Mortgage | 164,000 | 7 | June & Dec. | " | 1872 | 101 1/2 |
| 2d Mortgage | 300,000 | 7 | " | New York. | 1865 | 102 1/2 | 3d Mortgage | 439,000 | 7 | Feb. & Aug. | " | 1863 | 75 |
| 3d Mortgage | 100,000 | 6 | Jan. & July. | Boston. | 1870 | | 4th Mortgage | 176,500 | 7 | " | " | 1863 | 75 |
| 4th Mortgage | 250,000 | 7 | " | New York. | 1870 | | 5th Mortgage | 66,150 | 7 | March & Sept. | " | 1863 | 75 |
| 5th Mortgage | 200,000 | 8 | " | Boston. | 1889 | 100 | 6th Mortgage | 119,000 | 7 | Jan. & July. | " | 1864 | |
| Boston and Lowell : | | | | | | | 7th Mortgage | 169,000 | 7 | " | " | 1864 | |
| 1st Mortgage | 440,000 | 6 | Jan. & July. | Boston. | 1873 | 108 1/2 | 8th Mortgage | 128,410 | 7 | April & Oct. | New York. | 1864 | 70 |
| 2d Mortgage | 420,714 | 7 | May & Nov. | " | 1872 | 100 | 9th Mortgage | 25,000 | 7 | March & Sept. | " | 1870 | |
| 3d Mortgage | 500,000 | 7 | April & Oct. | New York. | 1866 | 106 | 10th Mortgage | 1,677,000 | 7 | Jan. & July. | " | 1885 | 118 |
| 4th Mortgage | 200,000 | 7 | Jan. & July. | " | var. | | Columbus and Xenia : | | | | | | |
| 5th Mortgage | 200,000 | 7 | " | " | 1864 | | 1st Mortgage | 74,900 | 7 | June & Dec. | New York. | var. | |
| 6th Mortgage | 149,000 | 7 | " | " | '61-'70 | | 2d Mortgage | 250,000 | 6 | March & Sept. | Boston. | 1878 | 106 |
| Burlington and Missouri : | | | | | | | 3d Mortgage | 800,000 | 6 | June & Dec. | Boston. | 1876 | 101 1/2 |
| 1st Mort. on 1st Division | 500,000 | 7 | Feb. & Aug. | New York. | | | 4th Mortgage | 161,000 | 8 | April & Oct. | Philadelphia. | 1904 | |
| 2nd Mort. on 1st Division | 500,000 | 7 | " | " | | | 5th Mortgage | 109,500 | 8 | " | " | 1904 | |
| 3rd Mort. on 1st Division | 500,000 | 7 | " | " | | | 6th Mortgage | 300,000 | 8 | Jan. & July. | New York. | 1887 | |
| 4th Mort. on 1st Division | 500,000 | 7 | " | " | | | 7th Mortgage | 2,503,000 | 8 | " | " | 1881 | 100 |
| 5th Mort. on 1st Division | 500,000 | 7 | " | " | | | 8th Mortgage | 289,000 | 7 | March & Sept. | New York. | 1882 | 60 |
| 6th Mort. on 1st Division | 500,000 | 7 | " | " | | | 9th Mortgage | 250,000 | 7 | June & Dec. | " | 1882 | 40 |
| 7th Mort. on 1st Division | 500,000 | 7 | " | " | | | 10th Mortgage | 500,000 | 6 | Jan. & July. | Philadelphia. | 1876 | 102 |
| 8th Mort. on 1st Division | 500,000 | 6 | " | " | | | 11th Mortgage | 100,000 | 6 | " | " | 1875 | 106 |
| 9th Mort. on 1st Division | 500,000 | 6 | " | " | | | 12th Mortgage | 170,000 | 6 | " | " | 1876 | |
| 10th Mort. on 1st Division | 500,000 | 6 | " | " | | | 13th Mortgage | 900,000 | 7 | April & Oct. | New York. | 1871 | 107 |
| 11th Mort. on 1st Division | 500,000 | 6 | " | " | | | 14th Mortgage | 1,499,000 | 7 | " | " | 1876 | 115 |
| 12th Mort. on 1st Division | 500,000 | 6 | " | " | | | 15th Mortgage | 2,516,500 | 7 | March & Sept. | " | 1881 | 116 |
| 13th Mort. on 1st Division | 500,000 | 6 | " | " | | | 16th Mortgage | 2,500,000 | 7 | Jan. & July. | New York. | 1876 | 60 |
| 14th Mort. on 1st Division | 500,000 | 7 | " | " | | | 17th Mortgage | 1,000,000 | 8 | " | " | 1866 | |
| 15th Mort. on 1st Division | 500,000 | 10 | " | " | | | 18th Mortgage | 750,000 | 10 | " | " | 1863 | |
| 16th Mort. on 1st Division | 500,000 | 8 | " | " | | | 19th Mortgage | 500,000 | 8 | " | " | 1863 | |
| 17th Mort. on 1st Division | 500,000 | 8 | " | " | | | 20th Mortgage | 500,000 | 8 | " | " | 1863 | |
| 18th Mort. on 1st Division | 500,000 | 8 | " | " | | | 21st Mortgage | 500,000 | 8 | " | " | 1863 | |
| 19th Mort. on 1st Division | 500,000 | 8 | " | " | | | 22nd Mortgage | 500,000 | 8 | " | " | 1863 | |
| 20th Mort. on 1st Division | 500,000 | 8 | " | " | | | 23rd Mortgage | 500,000 | 8 | " | " | 1863 | |
| 21st Mort. on 1st Division | 500,000 | 8 | " | " | | | 24th Mortgage | 500,000 | 8 | " | " | 1863 | |
| 22nd Mort. on 1st Division | 500,000 | 8 | " | " | | | 25th Mortgage | 500,000 | 8 | " | " | 1863 | |
| 23rd Mort. on 1st Division | 500,000 | 8 | " | " | | | 26th Mortgage | 500,000 | 8 | " | " | 1863 | |
| 24th Mort. on 1st Division | 500,000 | 8 | " | " | | | 27th Mortgage | 500,000 | 8 | " | " | 1863 | |
| 25th Mort. on 1st Division | 500,000 | 8 | " | " | | | 28th Mortgage | 500,000 | 8 | " | " | 1863 | |
| 26th Mort. on 1st Division | 500,000 | 8 | " | " | | | 29th Mortgage | 500,000 | 8 | " | " | 1863 | |
| 27th Mort. on 1st Division | 500,000 | 8 | " | " | | | 30th Mortgage | 500,000 | 8 | " | " | 1863 | |
| 28th Mort. on 1st Division | 500,000 | 8 | " | " | | | 31st Mortgage | 500,000 | 8 | " | " | 1863 | |
| 29th Mort. on 1st Division | 500,000 | 8 | " | " | | | 32nd Mortgage | 500,000 | 8 | " | " | 1863 | |
| 30th Mort. on 1st Division | 500,000 | 8 | " | " | | | 33rd Mortgage | 500,000 | 8 | " | " | 1863 | |
| 31st Mort. on 1st Division | 500,000 | 8 | " | " | | | 34th Mortgage | 500,000 | 8 | " | " | 1863 | |
| 32nd Mort. on 1st Division | 500,000 | 8 | " | " | | | 35th Mortgage | 500,000 | 8 | " | " | 1863 | |
| 33rd Mort. on 1st Division | 500,000 | 8 | " | " | | | 36th Mortgage | 500,000 | 8 | " | " | 1863 | |
| 34th Mort. on 1st Division | 500,000 | 8 | " | " | | | 37th Mortgage | 500,000 | 8 | " | " | 1863 | |
| 35th Mort. on 1st Division | 500,000 | 8 | " | " | | | 38th Mortgage | 500,000 | 8 | " | " | 1863 | |
| 36th Mort. on 1st Division | 500,000 | 8 | " | " | | | 39th Mortgage | 500,000 | 8 | " | " | 1863 | |
| 37th Mort. on 1st Division | 500,000 | 8 | " | " | | | 40th Mortgage | 500,000 | 8 | " | " | 1863 | |
| 38th Mort. on 1st Division | 500,000 | 8 | " | " | | | 41st Mortgage | 500,000 | 8 | " | " | 1863 | |
| 39th Mort. on 1st Division | 500,000 | 8 | " | " | | | 42nd Mortgage | 500,000 | 8 | " | " | 1863 | |
| 40th Mort. on 1st Division | 500,000 | 8 | " | " | | | 43rd Mortgage | 500,000 | 8 | " | " | 1863 | |
| 41st Mort. on 1st Division | 500,000 | 8 | " | " | | | 44th Mortgage | 500,000 | 8 | " | " | 1863 | |
| 42nd Mort. on 1st Division | 500,000 | 8 | " | " | | | 45th Mortgage | 500,000 | 8 | " | " | 1863 | |
| 43rd Mort. on 1st Division | 500,000 | 8 | " | " | | | 46th Mortgage | 500,000 | 8 | " | " | 1863 | |
| 44th Mort. on 1st Division | 500,000 | 8 | " | " | | | 47th Mortgage | 500,000 | 8 | " | " | 1863 | |
| 45th Mort. on 1st Division | 500,000 | 8 | " | " | | | 48th Mortgage | 500,000 | 8 | " | " | 1863 | |
| 46th Mort. on 1st Division | 500,000 | 8 | " | " | | | 49th Mortgage | 500,000 | 8 | " | " | 1863 | |
| 47th Mort. on 1st Division | 500,000 | 8 | " | " | | | 50th Mortgage | 500,000 | 8 | " | " | 1863 | |
| 48th Mort. on 1st Division | 500,000 | 8 | " | " | | | 51st Mortgage | 500,000 | 8 | " | " | 1863 | |
| 49th Mort. on 1st Division | 500,000 | 8 | " | " | | | 52nd Mortgage | 500,000 | 8 | " | " | 1863 | |
| 50th Mort. on 1st Division | 500,000 | 8 | " | " | | | 53rd Mortgage | 500,000 | 8 | " | " | 1863 | |
| 51st Mort. on 1st Division | 500,000 | 8 | " | " | | | 54th Mortgage | 500,000 | 8 | " | " | 1863 | |
| 52nd Mort. on 1st Division | 500,000 | 8 | " | " | | | 55th Mortgage | 500,000 | 8 | " | " | 1863 | |
| 53rd Mort. on 1st Division | 500,000 | 8 | " | " | | | 56th Mortgage | 500,000 | 8 | " | " | 1863 | |
| 54th Mort. on 1st Division | 500,000 | 8 | " | " | | | 57th Mortgage | 500,000 | 8 | " | " | 1863 | |
| 55th Mort. on 1st Division | 500,000 | 8 | " | " | | | 58th Mortgage | 500,000 | 8 | " | " | 1863 | |
| 56th Mort. on 1st Division | 500,000 | 8 | " | " | | | 59th Mortgage | 500,000 | 8 | " | " | 1863 | |
| 57th Mort. on 1st Division | 500,000 | 8 | " | " | | | 60th Mortgage | 500,000 | 8 | " | " | 1863 | |
| 58th Mort. on 1st Division | 500,000 | 8 | " | " | | | 61st Mortgage | 500,000 | 8 | " | " | 1863 | |
| 59th Mort. on 1st Division | 500,000 | 8 | " | " | | | 62nd Mortgage | 500,000 | 8 | " | " | 1863 | |
| 60th Mort. on 1st Division | 500,000 | 8 | " | " | | | 63rd Mortgage | 500,000 | 8 | " | " | 1863 | |
| 61st Mort. on 1st Division | 500,000 | 8 | " | " | | | 64th Mortgage | 500,000 | 8 | " | " | 1863 | |
| 62nd Mort. on 1st Division | 500,000 | 8 | " | " | | | 65th Mortgage | 500,000 | 8 | " | " | 1863 | |
| 63rd Mort. on 1st Division | 500,000 | 8 | " | " | | | 66th Mortgage | 500,000 | 8 | " | " | 1863 | |
| 64th Mort. on 1st Division | 500,000 | 8 | " | " | | | 67th Mortgage | 500,000 | 8 | " | " | 1863 | |

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F., Sinking Fund. "var," that the bonds fall due at different periods.

| Description. | Amount. | Interest. | Interest. | | | |
|-------------------------------------|------------|-----------|---------------|----------------|---------|--------|
| | | | When payable. | Where payable. | Due. | Price. |
| Galena and Chicago Union: | | | | | | |
| 1st Mortgage Coupon | 1,981,350 | 7 | Feb. & Aug. | New York. | 1882 | 116 |
| 2d Mortgage (S. F.) Coupon | 1,338,000 | 7 | May & Nov. | " " | 1875 | 108 |
| Elgin and State Line | 152,000 | 7 | Jan. & July. | " " | 1879 | --- |
| Great Western, Ill.: | | | | | | |
| 1st Mortgage Western Division | 1,000,000 | 10 | April & Oct. | New York. | 1898 | 100 |
| Eastern " | 1,350,000 | 7 | Feb. & Aug. | " " | 1885 | 102½ |
| Hannibal and St. Joseph: | | | | | | |
| Missouri State Loan (1st Lien) | 3,000,000 | 6 | Jan. & July. | New York. | '78-'87 | 93 |
| Land Security | 3,344,600 | 7 | April & Oct. | " " | 1881 | 101 |
| Convertible Bonds | 822,000 | 7 | Jan. & July. | " " | 1883 | 98 |
| Harrisburg and Lancaster: | | | | | | |
| New Dollar Bonds | 661,000 | 6 | Jan. & July. | Philadelphia. | 1883 | 112½ |
| Hartford and New Haven: | | | | | | |
| 1st Mortgage | 927,000 | 6 | Feb. & Aug. | New York. | 1883 | 99 |
| Houston and Texas Central: | | | | | | |
| State (1st Lien) Loan | 210,000 | --- | --- | --- | --- | --- |
| Mortgage | 125,000 | 7 | --- | --- | 1886 | --- |
| Hudson River: | | | | | | |
| 1st Mortgage | 4,000,000 | 7 | Feb. & Aug. | New York. | '89-'90 | 114 |
| 2d Mortgage (S. F.) | 2,000,000 | 7 | June & Dec. | " " | 1885 | 120 |
| 3d Mortgage | 1,840,000 | 7 | May & Nov. | " " | 1875 | 140 |
| Convertible | 1,002,000 | 7 | " " | " " | 1887 | 106 |
| Illinois Central: | | | | | | |
| Optional Right bonds | 33,000 | 7 | Jan. & July. | New York. | 1869 | --- |
| Construction | 11,432,500 | 7 | April & Oct. | London. | 1876 | --- |
| Construction | 2,896,500 | 6 | " " | New York. | 1875 | 119½ |
| Eight per cent. bonds | 287,000 | 8 | March & Sept. | " " | 1866 | --- |
| Indiana Central: | | | | | | |
| 1st Mortgage (convertible) | 600,000 | 7 | Jan. & July. | New York. | 1866 | --- |
| 2d Mortgage | 381,000 | 10 | " " | --- | --- | 120 |
| Income | 20,500 | --- | --- | --- | --- | --- |
| Indianapolis and Cincinnati: | | | | | | |
| 1st Mortgage | 600,000 | 7 | Jan. & July. | New York. | 1866 | 106 |
| 2d Mortgage | 400,000 | 7 | " " | " " | 1862 | 100 |
| Real Estate Mortgage | 200,000 | 7 | " " | " " | 1868 | 68 |
| Ind., Pittsburg and Cleveland: | | | | | | |
| 1st Mortgage | 650,000 | 7 | Jan. & July. | New York. | 1870 | --- |
| 2d Mortgage | 314,000 | 7 | " " | " " | --- | --- |
| Indianapolis and Madison: | | | | | | |
| Mortgage | 661,000 | 7 | May & Nov. | New York. | 1881 | 83 |
| Jeffersonville: | | | | | | |
| 1st Mortgage | 187,000 | 7 | March & Sept. | New York. | 1861 | 75 |
| 2d Mortgage | 392,000 | 7 | April & Oct. | " " | 1873 | 70 |
| *Kennebec and Portland: | | | | | | |
| 1st Mortgage (City and Town) | 800,000 | 6 | April & Oct. | Boston. | 1870 | --- |
| 2d Mortgage | 230,000 | 6 | " " | Augusta. | 1861 | --- |
| 3d Mortgage | 250,000 | 6 | " " | " " | 1862 | --- |
| *Kentucky Centr. (Conv. and Lex.) | | | | | | |
| 1st Mortgage | 160,000 | 6 | --- | --- | --- | --- |
| 2d Mortgage | 200,000 | 7 | --- | --- | --- | --- |
| 2d Mortgage (convertible) | 1,000,000 | 7 | --- | --- | --- | --- |
| 3d Mortgage | 600,000 | 7 | --- | --- | --- | --- |
| Guaranteed by Covington | 200,000 | 6 | --- | --- | --- | --- |
| Cincinnati (exchanged) | 100,000 | 6 | --- | --- | --- | --- |
| Keokuk, Ft. D. Moines and Minn.: | | | | | | |
| City of Keokuk, 20 years | 400,000 | 8 | --- | --- | --- | --- |
| City of Keokuk, (special tax) | 150,000 | 10 | --- | --- | --- | --- |
| Keokuk, Mt. Pleasant and Muscatine: | | | | | | |
| Lee County | 150,000 | 8 | --- | --- | --- | --- |
| City of Keokuk | 200,000 | 8 | --- | --- | --- | --- |
| La Crosse, Viroqua & Mineral Pt.: | | | | | | |
| 1st Mortgage | 4,000,000 | 7 | June & Dec. | New York. | 1888 | --- |
| Lehigh Valley: | | | | | | |
| 1st Mortgage | 1,485,000 | 6 | May & Nov. | Philadelphia. | 1873 | 110 |
| La Crosse and Milwaukee: | | | | | | |
| 1st Mortgage (Eastern Div.) | 903,000 | 7 | May & Nov. | Milwaukee. | --- | 89 |
| 2d Mortgage (Eastern Div.) | 1,000,000 | 7 | --- | --- | --- | --- |
| 1st Land Grant (Western Div.) | 4,000,000 | 7 | Jan. & July. | New York. | --- | 44½ |
| 2d Land Grant (Western Div.) | 353,600 | 7 | " " | " " | --- | 44½ |
| 3d Mortgage (whole road) | 1,700,000 | 7 | --- | --- | --- | --- |
| Unsecured Bonds | 1,785,000 | 7 | --- | --- | --- | --- |
| Lexington and Frankfort: | | | | | | |
| Mortgage, due 1864, '69 and '74 | 130,000 | 6 | --- | Lexington. | '64-'74 | --- |
| Little Miami: | | | | | | |
| Mortgage (Coupon) | 1,300,000 | 6 | May & Nov. | New York. | 1883 | 103 |
| Long Island: | | | | | | |
| State Loan (S. F.) | 100,000 | 5 | Jan. & July. | New York. | 1876 | --- |
| 2d Mortgage | 500,000 | 6 | Jan. & July. | New York. | 1870 | 101 |
| Extension Bonds | 175,000 | 7 | May & Nov. | " " | 1890 | 101 |
| Long Dock Co.: | | | | | | |
| Mortgage Bonds | 500,000 | 7 | June & Dec. | New York. | 1882 | 110 |
| Mortgages on Land | 473,800 | 7 | " " | " " | --- | --- |
| Louisville and Frankfort: | | | | | | |
| Louisville Loan | 100,000 | --- | Jan. & July. | New York. | 1881 | --- |
| 2d Mortgage | 228,000 | --- | " " | " " | '63-'78 | --- |
| Louisville and Nashville: | | | | | | |
| State [Tenn.], 1st Lien | 560,500 | 6 | Jan. & July. | New York. | '88-'92 | --- |
| 1st Mortgage | 2,000,000 | 7 | Feb. & Aug. | " " | 1883 | --- |
| Lebanon Branch 1st Mortgage | 400,000 | 7 | --- | --- | --- | --- |
| Memphis Branch 1st Mortgage | 300,000 | 7 | --- | --- | --- | --- |
| Mo. Minn. and Manchester: | | | | | | |
| State [Tenn.] | 372,000 | 6 | --- | --- | --- | --- |
| Mortgage | 24,000 | 7 | --- | --- | --- | --- |
| Marietta and Cincinnati: | | | | | | |
| 1st Mortgage | 10,000 | 6 | --- | --- | --- | --- |
| 1st Mortgage Sterling | 609,978 | 7 | Feb. & Aug. | New York. | 1881 | 105½ |
| Memphis and Charleston: | | | | | | |
| State Tenn. Loan | 1,000,000 | 6 | --- | --- | 1880 | --- |
| 1st Mortgage | 1,100,000 | 6 | --- | --- | --- | --- |
| Memphis, Clarkesv. and Louisv.: | | | | | | |
| State [Tenn.] Loan | 910,000 | 6 | --- | --- | --- | --- |
| Memphis and Ohio: | | | | | | |
| State [Tenn.] Loan | 1,340,000 | 6 | --- | --- | --- | --- |
| Michigan Central: | | | | | | |
| 1st Mortgage Sterling | 487,480 | 6 | Jan. & July. | London. | 1872 | 99½ |
| 1st Mortgage S. F. (convertible) | 500,000 | 8 | March & Sept. | " " | 1890 | 84 |
| 1st Mortgage (convert.) Dollar | 2,593,000 | 8 | " " | N. Y. & Boston | 1869 | 127 |
| 1st Mortgage (S. F.), convertible | 4,434,000 | 8 | April & Oct. | " " | 1882 | 127½ |
| Mich. Southern and N. Indiana: | | | | | | |
| Michigan Southern, 1st | 14,000 | 7 | May & Nov. | New York. | 1880 | 100 |
| Northern Indiana, 1st | 42,000 | 7 | Feb. & Aug. | " " | 1881 | 107 |
| Erie and Kalamazoo | 102,000 | 7 | March & Sept. | " " | 1882 | --- |
| Michigan Southern, conv. | 16,000 | 7 | " " | " " | 1883 | 83½ |
| Northern Indiana, conv. | 20,000 | 7 | Feb. & Aug. | " " | 1883 | 81 |
| Jackson Branch | 81,000 | 7 | " " | " " | 1885 | 88 |
| Gothen Air Line | 701,000 | 7 | " " | " " | 1888 | 105 |
| Detroit and Toledo | 812,000 | 7 | " " | " " | 1876 | 105 |
| 1st General Mortgage (S. F.) | 6,073,000 | 7 | May & Nov. | " " | 1885 | 111½ |
| 2d General Mortgage | 2,656,500 | 7 | " " | " " | 1877 | 106 |
| *Milwaukee and Beloit: | | | | | | |
| 1st Mortgage | 630,000 | 8 | --- | --- | --- | --- |
| *Milwaukee and Horicon: | | | | | | |
| 1st Mortgage | 420,000 | 8 | --- | --- | --- | --- |
| 2d Mortgage | 600,000 | 8 | --- | --- | --- | --- |
| Milwaukee and Prairie du Chien: | | | | | | |
| 1st Mortgage (Coupon) | 2,427,000 | 7 | Jan. & July. | New York. | 1891 | 110 |
| Minnesota and Pacific: | | | | | | |
| Real Estate | 1,200,000 | 7 | Jan. & July. | --- | 1892 | --- |
| 1st Mortgage | 350,000 | 7 | " " | --- | 1883 | --- |
| Mississippi Central: | | | | | | |
| 1st Mortgage | 1,007,368 | 7 | --- | --- | --- | --- |
| Mississippi Central and Tenn.: | | | | | | |
| State [Tenn.] Loan | 529,000 | 6 | --- | --- | --- | --- |
| Mississippi and Missouri: | | | | | | |
| 1st Mortgage (convertible) | 1,000,000 | 7 | --- | New York | --- | --- |
| 2d Mortgage (S. F.) | 400,000 | 8 | --- | " " | --- | --- |
| Oakalosa Division | 500,000 | 7 | --- | " " | --- | --- |
| 1st Land Grant | 2,000,000 | 7 | --- | " " | --- | 60 |
| 2d Land Grant | 700,000 | --- | --- | " " | --- | --- |
| Mississippi and Tennessee: | | | | | | |
| Tennessee State Loan | 98,000 | 6 | --- | --- | 1895 | --- |
| Mississippi State Loan | 202,799 | 6 | --- | --- | --- | --- |
| 1st Mortgage | 171,000 | 7 | --- | --- | 1876 | --- |
| Mobile and Ohio: | | | | | | |
| City (Mobile) Tax Loan | 400,000 | 6 | --- | --- | --- | --- |
| Tennessee State Loan | 674,860 | 6 | --- | --- | --- | --- |
| Alabama State Loan | 389,410 | 6 | --- | --- | --- | --- |
| Income | 1,508,070 | 6 | Jan. & July. | New York | '61-'67 | --- |
| Sterling | 878,036 | 6 | --- | --- | 1883 | --- |
| Mississippi State Loan | 200,970 | 6 | --- | --- | --- | --- |
| Montgomery and West Point: | | | | | | |
| Alabama State Loan | 122,822 | --- | --- | --- | --- | --- |
| Mortgage (due 1860, '63 and '65) | 350,000 | 6 | --- | --- | var. | --- |
| Mortgage | 450,000 | 8 | --- | --- | 1866 | --- |
| Muscogee: | | | | | | |
| 1st Mortgage | 249,000 | 7 | --- | --- | --- | --- |
| Nashville and Chattanooga: | | | | | | |
| Mortgage (State endorsed) | 1,500,000 | --- | --- | --- | --- | --- |
| Chat. and Clev. Subco. (endors.) | 231,000 | --- | --- | --- | --- | --- |
| *New Albany and Salem: | | | | | | |
| Crawfordsville | 175,000 | 7 | --- | --- | --- | --- |
| 1st Mortgage | 500,000 | 10 | --- | --- | --- | --- |
| 1st Mortgage | 2,235,000 | 6 | --- | --- | --- | --- |
| N. Hav., N. Lond. and Ston'ton: | | | | | | |
| Mortgage | 450,000 | 7 | March & Sept. | New Haven. | 1891 | --- |
| 2d Mortgage | 200,000 | 6 | Jan. & July. | " " | 1893 | 90 |
| Extension | 116,000 | 6 | May & Nov. | " " | 1878 | --- |
| New Haven and Northampton: | | | | | | |
| 1st Mortgage | 500,000 | 7 | Jan. & July. | New Haven. | 1869 | --- |
| New Jersey: | | | | | | |
| Company's (various) | 688,000 | --- | Semi-annually | New York | var. | 102½ |
| New London Northern: | | | | | | |
| 1st Mortgage | 51,000 | 7 | Jan. & July. | New London. | 1871 | 100 |
| N. Orlns. Jackson and Gt. North: | | | | | | |
| State (Miss.) Loan | 255,000 | 5 | --- | --- | '63-'78 | --- |
| 1st Mortgage Coupon | 2,665,000 | 8 | Jan. & July. | New York. | 1886 | --- |
| N. Orlns. Opelousa and Gt. West: | | | | | | |
| Louisiana State Loan | 641,000 | 6 | --- | --- | --- | --- |
| New Orleans City Subscription | 1,500,000 | 5 | --- | --- | --- | --- |
| 1st Mortgage (S. F.) | 568,000 | 8 | --- | --- | 1889 | --- |
| New York Central: | | | | | | |
| Premium (S. F.) Bonds | 7,146,104 | 6 | May & Nov. | New York. | 1883 | 109 |
| Buffalo & Niagara F. R. R. B'ds. | 24,000 | 7 | Jan. & July. | " " | 1904 | 102½ |
| Funding (S. F.) Bonds | 1,448,000 | 7 | Feb. & Aug. | " " | 1876 | 118 |
| Exchanged B's (S. F.) B'ds. | 663,000 | 6 | May & Nov. | " " | 1883 | 105 |
| " (") B. & N. F. | 78,000 | 6 | " " | " " | 1883 | --- |
| Real Estate (S. F.) Bonds | 165,000 | 6 | " " | " " | 1883 | 169 |
| Real Estate Bonds & Mortgages | 210,278 | 7 | var. | " " | var. | --- |
| " " | 25,502 | 6 | " " | " " | 1883 | 101 |
| Bonds of June, 1854 | 2,949,200 | 7 | June & Dec. | " " | 1864 | 102½ |
| Bonds of Aug. 1859, Convertible | 781,000 | 7 | Feb. & Aug. | " " | 1876 | 138 |
| Bonds of Dec. 1862, (S. F.) | --- | 8 | June & Dec. | " " | 1887 | 110 |
| New York and Erie: | | | | | | |
| 1st Mortgage | 3,000,000 | 7 | May & Nov. | New York. | 1897 | 119 |
| 2d Mortgage | 4,000,000 | 7 | March & Sept. | " " | 1879 | 119 |
| 3d Mortgage | 6,000,000 | 7 | " " | " " | 1883 | 118 |
| 4th Mortgage | 5,120,000 | 7 | April & Oct. | " " | 1860 | 117 |
| 5th Mortgage | 1,789,500 | 7 | June & Dec. | " " | 1883 | 115 |
| Buffalo Branch | 200,000 | 7 | Jan. & July. | " " | 1891 | --- |
| New York and Harlem: | | | | | | |
| 1st Mortgage | 3,000,000 | 7 | May & Nov. | New York. | 1873 | 119 |
| 2d Mortgage | 1,000,000 | 7 | Feb. & Aug. | " " | 1894 | 100½ |
| 3d Mortgage | 980,300 | 7 | Jan. & July. | " " | 1897 | 106 |
| New York and New Haven: | | | | | | |
| Plain Bonds, Coupon | 912,000 | 7 | June & Dec. | New York. | 1886 | 107½ |
| Mortgage Bonds Coupon | 1,088,000 | 6 | April & Oct. | " " | 1876 | --- |

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

| Description | Amount | Interest | Interest | | Due | Price | Description | Amount | Interest | Interest | | Due | Price |
|-------------------------------------|-----------|----------|-----------------|---------------|-------|---------|-------------------------------------|-----------|----------|---------------|----------------|-------|---------|
| | | | When payable | Where payable | | | | | | When payable | Where payable | | |
| N. York, Providence and Boston: | | | | | | | Racine and Mississippi: | | | | | | |
| 1st Mortgage | \$232,000 | 6 | Feb. & Aug. | New York. | 73-78 | --- | 1st Mortgage (Eastern Division) | \$680,000 | 8 | --- | New York. | --- | --- |
| North Carolina: | | | | | | | 1st Mortgage (Western Division) | 757,000 | 8 | --- | " | 1875 | 35 |
| State Loan | 3,000,000 | 6 | --- | --- | --- | --- | Raleigh and Gaston: | | | | | | |
| North-Eastern (S. C.): | | | | | | | Coupon | 100,000 | --- | --- | --- | 1882 | --- |
| 1st Mortgage | 700,000 | --- | --- | --- | --- | --- | Richmond and Danville: | | | | | | |
| 2d Mortgage | 224,500 | --- | --- | --- | --- | --- | State (Va.) Loan (34 years) | 600,000 | 6 | Feb. & Aug. | New York. | var. | --- |
| Northern Central: | | | | | | | Guaranteed by State | 200,000 | 7 | April & Oct. | Richmond. | 1875 | --- |
| Balt. and Susq. R. R. (Coupons) | 150,000 | 6 | Ja. Ap. Ju. Oc. | Baltimore. | 1866 | --- | Mortgage (Coupon) | 250,000 | 7 | Feb. & Aug. | " | 1869 | --- |
| Md. State Loan (irredeemable) | 1,500,000 | 6 | --- | --- | --- | --- | Richmond, Fred. and Potomac: | | | | | | |
| York and Cumberland 1st Mort. | 175,000 | 6 | May & Nov. | " | 1870 | 102 | Sterling (£267,000) | 324,006 | 6 | --- | --- | 1860 | --- |
| York and Cumberland 2d Mort. | 25,000 | 6 | Jan. & July. | " | 1871 | --- | Richmond and Petersburg: | | | | | | |
| Y. and C. guar. by Balt. 3d Mort. | 600,000 | 6 | --- | --- | --- | --- | Coupon | 159,000 | --- | --- | --- | 1875 | --- |
| N. C. Contract | 7,100 | 6 | Ja. Ap. Ju. Oc. | " | 1875 | --- | Rutland and Burlington: | | | | | | |
| Construction, 2d Mort. | 2,500,000 | 6 | Jan. & July. | " | 1886 | 106 | 1st Mortgage | 1,800,000 | 7 | Feb. & Aug. | Boston. | 1863 | 77 |
| Northern (Ogdensburg): | | | | | | | 2d Mortgage | 937,500 | 7 | " | " | 1863 | 37 1/2 |
| 1st Mortgage | 1,500,000 | 7 | April & Oct. | New York. | 1859 | 106 | 3d Mortgage | 440,000 | 7 | " | " | 1863 | 9 |
| 2d Mortgage | 3,077,000 | 7 1/2 | --- | --- | 1861 | 36 | Sacramento Valley: | | | | | | |
| North Missouri: | | | | | | | 1st Mortgage | 400,000 | 10 | Jan. & July. | New York. | 1871 | --- |
| State Loan (30 years) | 4,350,000 | 6 | Jan. & July. | New York. | 72-87 | 99 1/2 | 2d Mortgage | 329,000 | 10 | Feb. & Aug. | San Francisco. | 1885 | --- |
| North Pennsylvania: | | | | | | | Sandusky, Dayton and Cincinnati: | | | | | | |
| Chattell Mortgage | 2,500,000 | 6 | April & Oct. | Philadelphia. | 1875 | 103 | 1st Mortgage | 997,000 | 7 | --- | --- | 1866 | --- |
| Chattel Mortgage | 360,000 | 10 | " | " | 1887 | 124 | 2d Mortgage | 1,000,000 | 7 | --- | --- | 1875 | --- |
| Northern (N. H.): | | | | | | | 3d Mortgage | 422,324 | 6 | --- | --- | 1878 | --- |
| Bonds due 1864 and 1874 | 220,700 | 6 | April & Oct. | Boston. | 64-74 | 104 | Six per cents | --- | --- | --- | --- | --- | --- |
| Norwich and Worcester: | | | | | | | Sandusky, Mansfield and Newark: | | | | | | |
| Mass. State Loan | 400,000 | 6 | Jan. & July. | Boston. | 1877 | --- | 1st Mortgage | 1,290,000 | 7 | Jan. & July. | New York. | 1866 | 30 |
| Bonds for Dividend Scrip | 100,000 | 7 | Feb. & Aug. | New York. | 64-74 | --- | Saratoga and Whitehall: | | | | | | |
| Steamboat Bonds | 200,000 | 7 | Feb. & Aug. | " | 62-70 | --- | 1st Mortgage | 250,000 | 7 1/2 | April & Oct. | New York. | 1858 | --- |
| Ohio and Mississippi (O. and Ind.): | | | | | | | 1st Mortgage (R. and W. Br.) | 100,000 | 7 1/2 | March & Sept. | --- | 1856 | --- |
| 1st Mortgage | 2,050,000 | 7 | Jan. & July. | New York. | 1872 | --- | Seaboard and Roanoke: | | | | | | |
| 2d Mortgage | 258,000 | 7 | April & Oct. | " | 1880 | --- | 1st Mortgage | 300,000 | 7 | --- | --- | 1880 | --- |
| Construction | 4,242,000 | 7 | March & Sept. | " | 1876 | 17 | 3d Mortgage | 75,000 | 7 | --- | --- | 1870 | --- |
| Income | 3,220,000 | 7 | May & Nov. | " | 1881 | --- | Dividend Bonds | 129,083 | 7 | --- | --- | 1873 | --- |
| Orange and Alexandria: | | | | | | | South Carolina: | | | | | | |
| 1st Mortgage | 400,000 | 6 | May & Nov. | New York. | 1866 | --- | State Loan | 187,000 | 6 | --- | --- | 1868 | --- |
| 2d Mortgage or 1st Extension | 1,200,000 | 6 | Jan. & July. | " | 1875 | --- | Sterling | 183,333 | 6 | --- | --- | 1863 | --- |
| 2d Extension | 600,000 | 8 | May & Nov. | " | 1873 | --- | Sterling | 2,000,000 | 5 | --- | London. | 1866 | --- |
| Pacific (Mo.): | | | | | | | Southern Mississippi: | | | | | | |
| State (Mo.) Loan | 7,000,000 | 6 | Jan. & July. | New York. | 71-87 | 82 | 1st Mortgage | 500,000 | --- | --- | --- | --- | --- |
| State Loan (S. W. Branch) | 1,208,000 | 6 | " | " | 78-80 | --- | South-Western (Ga.): | | | | | | |
| Construction | 3,235,000 | 7 | " | " | --- | 60 | 1st Mortgage | 631,000 | --- | --- | --- | 1875 | --- |
| Panama: | | | | | | | *Springfield, Mt. Vern. and Pittsb. | | | | | | |
| 1st Mortgage Sterling | 1,250,000 | 7 | April & Oct. | London. | 1865 | 100 | 1st Mortgage | 500,000 | --- | --- | --- | --- | --- |
| 2d Mortgage Sterling | 1,150,000 | 7 | Feb. & Aug. | " | 1872 | --- | 2d Mortgage | 450,000 | --- | --- | --- | --- | --- |
| Pennsylvania: | | | | | | | *Steuern. and Ind. (P. C. and C.): | | | | | | |
| 1st Mortgage | 4,980,000 | 6 | Jan. & July. | Philadelphia. | 1880 | 115 | 1st Mortgage | 1,500,000 | 7 | Jan. & July. | Philadelphia. | 1870 | --- |
| 2d Mortgage | 2,421,000 | 6 | April & Oct. | " | 1875 | 112 | 2d Mortgage | 900,000 | 7 | " | " | 1865 | --- |
| 2d Mortgage Sterling | 2,126,400 | 6 | " | London. | 1875 | --- | St. Louis and Iron Mountain: | | | | | | |
| State Works Bonds | 7,000,000 | 5 | Jan. & July. | Harrisburg. | 1894 | 105 1/2 | State (Mo.) Aid | 3,501,000 | 6 | --- | New York. | --- | 90 |
| Penobscot and Kennebec: | | | | | | | St. Louis City Subscription | 500,000 | --- | --- | --- | --- | --- |
| Bangor City 1st Mortg. (Coupon) | 730,000 | 6 | April & Oct. | Boston. | 74-75 | --- | St. Louis County Subscription | 1,000,000 | --- | --- | --- | --- | --- |
| 2d Mortgage (Coupon) | 277,000 | 6 | Feb. & Aug. | Bangor. | 1876 | --- | Sunbury and Erie: | | | | | | |
| 3d Mortgage (Coupon) | 166,600 | 6 | March & Sept. | " | 1871 | --- | 1st Mortgage (Sunbury to W'msp't) | 1,000,000 | 7 | April & Oct. | Philadelphia. | 1877 | 111 |
| Peoria and Oquawka: | | | | | | | Mortgage (half to State) | 7,000,000 | 5 | Jan. & July. | " | 75-78 | --- |
| 1st Mortg. (W. Ext.) convertible. | 500,000 | 8 | May & Nov. | New York. | 1862 | --- | Syracuse, Binghamton and N. Y.: | | | | | | |
| 1st Mortg. (E. Ext.) convertible. | 500,000 | 8 | June & Dec. | " | 1873 | --- | 1st Mortgage Coupon | 1,400,000 | 7 | April & Oct. | New York. | 1876 | --- |
| Petersburg and Lynchburg (S. Side): | | | | | | | St. Louis, Alton and Terre Haute: | | | | | | |
| State (Va.) Loan (S. F.) | 800,000 | 7 | --- | --- | --- | --- | 1st Mortgage (series A) | 1,100,000 | 7 | Jan. & July. | New York. | 1894 | 117 |
| 1st Mortgage (1869-70-75) | 365,000 | 6 | --- | --- | --- | --- | 2d " (series B) | 1,100,000 | 7 | April & Oct. | " | 1884 | --- |
| 3d Mortgage (1862-70-72) | 878,000 | 6 | --- | --- | --- | --- | 2d " (series C) | 1,400,000 | 7 | Feb. & Aug. | " | 1884 | 95 |
| Special Mortgage (1866-68) | 175,000 | 6 | --- | --- | --- | --- | 2d " (series D) | 1,400,000 | 7 | May & Nov. | " | 1884 | --- |
| Last Mortgage (1861 to 1869) | 133,500 | 8 | --- | --- | --- | --- | " " (series E) | 1,700,000 | 7 | " | " | 1894 | 82 |
| Phila., Germantown and Norris'n: | | | | | | | Tennessee and Alabama: | | | | | | |
| Consolidated Loan | 119,800 | 6 | Jan. & July. | Philadelphia. | 1885 | 105 | State (Tenn.) Loan | 814,000 | --- | --- | --- | --- | --- |
| Convertible Loan | 292,500 | 6 | " | " | 1885 | 119 | Terre Haute and Richmond: | | | | | | |
| Philadelphia and Reading: | | | | | | | 1st Mortgage (convertible) | 94,000 | 7 | March & Sept. | New York. | 1866 | --- |
| Bonds of 1836 (unconvertible) | 408,000 | 5 | Jan. & July. | Philadelphia. | 1867 | --- | Toledo and Wabash: | | | | | | |
| " 1836 | 182,400 | 5 | " | " | 1880 | 103 | 1st M. (Toledo and Wabash) | 900,000 | 7 | Feb. & Aug. | New York. | 1865 | 104 |
| " 1840 | 2,950,600 | 6 | April & Oct. | " | 1870 | 107 1/2 | 1st M. (L. E. Wab. and St. Louis) | 2,500,000 | 7 | " | " | 1866 | --- |
| " 1841 | 110,000 | 6 | Jan. & July. | " | 1871 | 109 | 2d M. (Toledo and Wabash) | 1,000,000 | 7 | May & Nov. | " | 1878 | 87 1/2 |
| " 1843 | 1,531,800 | 6 | " | " | 1880 | 108 | 2d M. (Wabash and Western) | 1,500,000 | 7 | " | " | 1878 | --- |
| " 1844 | 810,000 | 6 | " | " | 1880 | 111 | Interest Bonds | 151,820 | 7 | --- | --- | 90 | --- |
| " 1845 | 101,000 | 6 | " | " | 1880 | 110 1/2 | Vermont Central: | | | | | | |
| " 1846 | 67,000 | 6 | " | " | 1880 | 110 | 1st Mortgage Coupon | 2,000,000 | 7 | May & Nov. | Boston. | 1861 | 93 |
| " 1847 (convertible) | 2,480,500 | 6 | " | " | 1880 | 125 | 2d Mortgage Coupon | 1,136,000 | 7 | Jan. & July. | " | 1867 | 28 |
| " 1856 | 1,442,000 | 7 | " | " | 1880 | 125 | Virginia Central: | | | | | | |
| Phila., Wilmington and Baltimore: | | | | | | | Mort. guaranteed by State of Va. | 100,000 | 6 | Jan. & July. | Richmond. | 1880 | 61 |
| Mortgage Loan | 2,480,500 | 6 | Jan. & July. | Philadelphia. | 1884 | 141 1/2 | Mortgage (coupons) | 198,000 | 5 | " | Richm'd & | 1872 | --- |
| Improvement | 88,500 | 6 | May & Nov. | Boston. | 1863 | --- | Mortgage (coupons) | 926,000 | 6 | " | New York. | 1884 | --- |
| Pittsburg and Connellsville: | | | | | | | Virginia and Tennessee: | | | | | | |
| 1st Mortgage (Turtle Cr. Div.) | 400,000 | 6 | Feb. & Aug. | New York. | 1889 | --- | State (Va.) Loan | 1,000,000 | 6 | Jan. & July. | Richmond. | 1887 | --- |
| Pittsb'g, Ft. Wayne and Chicago: | | | | | | | 1st Mortgage | 500,000 | 6 | " | New York. | 1872 | 80 |
| 1st Mortgage (series A) | 875,000 | 7 | Jan. & July. | New York. | 1912 | 116 | 2d or Enlarged Mortgage | 1,000,000 | 6 | " | " | 1884 | 20 |
| " (series B) | 875,000 | 7 | Feb. & Aug. | " | 1912 | " | Salt Works Br. Mort. due '58-'61 | 203,000 | 6 | " | Lynchburg. | var. | --- |
| " (series C) | 875,000 | 7 | Mar. & Sept. | " | 1912 | " | Warren (N. J.): | | | | | | |
| " (series D) | 875,000 | 7 | April & Oct. | " | 1912 | " | 1st Mortgage | 568,500 | 7 | Feb. & Aug. | New York. | 1876 | --- |
| " (series E) | 875,000 | 7 | May & Nov. | " | 1912 | " | Warwick Valley, N. Y.: | | | | | | |
| " (series F) | 875,000 | 7 | Jun. & Dec. | " | 1912 | " | 1st Mortgage | 60,000 | 7 | April & Oct. | New York. | 1860 | 87 1/2 |
| 2d " (series G) | 860,000 | 7 | Jan. & July. | " | 1912 | 110 | Mortgage | 25,000 | 7 | Jan. & July. | Chester. | 1871 | 70 |
| " (series H) | 860,000 | 7 | Feb. & Aug. | " | 1912 | " | Watertown and Rome: | | | | | | |
| " (series I) | 860,000 | 7 | Mar. & Sept. | " | 1912 | " | Mortgage (new bonds) | 800,000 | 7 | March & Sept. | New York. | 1880 | --- |
| " (series J) | 860,000 | 7 | April & Oct. | " | 1912 | " | Western (Mass.): | | | | | | |
| " (series K) | 860,000 | 7 | May & Nov. | " | 1912 | " | Sterling (£289,900) | 4,319,520 | 5 | April & Oct. | London. | 62-71 | --- |
| " (series L) | 860,000 | 7 | June & Dec. | " | 1912 | " | Dollar Bonds | 350,000 | 6 | Jan. & July. | Boston. | 1875 | 110 1/2 |
| 3d " (series M) | 860,000 | 7 | Jan. & July. | " | 1912 | 98 | Albany City Bonds | 1,000,000 | 6 | Jan. & July. | " | 66-76 | 102 1/2 |
| Bridge Bonds | 188,000 | 7 | May & Nov. | Philadelphia. | 1876 | --- | Hudson & Boston R. R. Loan | 150,000 | 6 | June & Dec. | " | dem. | --- |
| Chicago Depot Bonds | 297,753 | 6 | May & Nov. | Chicago. | 1865 | --- | Elmira and Williamsport: | | | | | | |
| " | 89,420 | 8 | May & Nov. | " | 1865 | --- | 1st Mortgage | 1,000,000 | 7 | Jan. & July. | Philadelphia. | 1880 | 111 1/2 |
| Pittsburg and Steubenville: | | | | | | | Wilmington and Manchester: | | | | | | |
| Mortgage | 800,000 | 7 | Feb. & Aug. | New York. | 1865 | --- | 1st Mortgage | 594,000 | 7 | May & Nov. | New York. | 1868 | 69 1/2 |
| Potsdam and Watertown: | | | | | | | 2d Mortgage | 200,000 | 7 | " | " | 1872 | --- |
| 1st Mortgage | 1,000,000 | 7 | June & Dec. | New York. | 64-74 | --- | Wilmington and Weldon: | | | | | | |
| Quincy and Chicago: | | | | | | | Mortgage, payable in England | 443,555 | 6 | Jan. & July. | London. | 1863 | --- |
| 1st Mortgage | 1,300,000 | --- | --- | --- | 1872 | --- | Sterling, issued in 1858 | 114,500 | 6 | --- | --- | 1865 | --- |
| | | | | | | | Company's endorsed by State | 180,000 | 6 | --- | --- | 1873 | --- |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

| Year ending. | Railroad. | | | | Equipment. | | | Companies. | Abstract of Balance Sheet. | | | | | | | | | | Earnings. | | | |
|--------------|------------|---------------------------|------------------------|--------------------------------|------------|------------|---------------------------------------|------------|-----------------------------|----------------|----------------------------|------------------------|--------------------------|----------------|---------------------------|-----------|--|--|---|-----------|--|------------------|
| | Main Line. | Lateral and Branch Lines. | 2nd Track and Sidings. | Road in progress or projected. | Engines. | Passenger. | Freight, etc. | | Property and Assets. | | | | Liabilities. | | | | Total, incl. all other assets and liabilities. | Road operated, incl. road leased, etc. | Mileage run by locomotives with trains. | Earnings. | | Price of shares. |
| | | | | | | | | | Railroad and appurtenances. | Rolling stock. | Invested in foreign works. | Share Capital paid in. | Bonds and Mortgage Debt. | Floating Debt. | Gross. | Net. | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| M. | M. | M. | M. | No. | No. | No. | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | M. | M. | \$ | \$ | P. c. | | | |
| ALABAMA. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Jun. '60 | 65.0 | — | — | 50.6 | — | — | Alabama and Florida | 1,451,386 | — | — | — | 877,963 | 503,500 | 105,255 | 1,515,701 | 54.0 | — | 101,102 | 87,306 | — | | |
| 28 Feb. '59 | 30.3 | — | — | 58.1 | 2 | 2 | Alabama and Mississippi | 461,506 | 30,991 | — | — | 335,010 | 109,500 | 21,632 | 518,996 | 30.3 | — | 55,791 | 81,852 | — | | |
| 31 May '60 | 109.6 | — | — | 57.8 | 11 | 9 | Alabama and Tennessee Rivers | 2,261,927 | 184,906 | — | — | 1,067,006 | 777,777 | 240,455 | 2,476,023 | 109.6 | — | 207,626 | 111,232 | — | | |
| 30 Jun. '59 | 67.0 | — | — | 171.3 | — | — | Mobilis and Girard | 1,500,000 | — | — | — | — | — | — | — | 57.0 | 236,791 | 76,773 | 21,006 | — | | |
| 1 May, '61 | 469.3 | 13.5 | — | 49.4 | 40 | 28 | Mobile and Ohio | 12,000,000 | — | — | — | — | — | — | — | — | 1,402,868 | 695,370 | — | | | |
| 29 Feb. '60 | 88.5 | 28.4 | — | — | 23 | 14 | Montgomery and West Point. | 1,938,718 | 427,265 | 100,000 | 1,419,769 | 922,622 | 23,879 | 2,552,505 | 118.9 | — | 505,156 | 260,269 | 6 | | | |
| ARKANSAS. | | | | | | | | | | | | | | | | | | | | | | |
| 3 Nov. '55 | 38.5 | — | — | 107.5 | — | — | Memphis and Little Rock | 553,877 | — | — | — | 351,524 | 446,000 | 10,725 | 811,949 | — | — | — | — | — | | |
| CALIFORNIA. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Dec. '60 | 22.5 | — | — | — | — | — | Sacramento Valley | 1,493,850 | — | — | — | 793,850 | 700,000 | — | 1,493,850 | 22.5 | — | 230,251 | 104,604 | — | | |
| CONNECTICUT. | | | | | | | | | | | | | | | | | | | | | | |
| 1 Feb. '63 | 23.8 | — | 8.2 | — | 4 | 5 | Danbury and Norwalk | 844,475 | 66,488 | — | — | 307,010 | 100,000 | — | 418,825 | 23.8 | 47,301 | 61,546 | 36,019 | 5 | | |
| 30 Sep. '62 | 122.4 | — | 15.0 | 75.1 | 16 | 20 | Hartford, Provid. and Fishkill | 3,902,356 | 302,511 | — | — | 1,936,740 | 2,087,500 | 211,574 | 4,443,584 | 122.4 | 229,088 | 301,402 | 126,918 | — | | |
| 31 Aug. '63 | 61.4 | 1.6 | 64.5 | — | 18 | 21 | Hartford and New Haven | 3,260,095 | 264,000 | 141,706 | 2,350,000 | 927,000 | — | 4,151,255 | 73.0 | 404,297 | 953,459 | 593,153 | 17 | | | |
| 31 Dec. '62 | 74.0 | — | 8.9 | — | 11 | 17 | Housatonic | 2,439,776 | — | — | 2,000,000 | 240,000 | — | 2,625,236 | 124.0 | — | 284,485 | 70,187 | — | | | |
| 31 Dec. '62 | 67.0 | — | 1.3 | — | 7 | 11 | N. Haven, N. London and Ston. | 1,210,899 | 200,000 | 11,850 | 1,061,800 | 358,050 | — | 1,594,661 | 62.0 | — | 206,420 | 97,700 | 6 | | | |
| 31 Dec. '62 | 62.0 | — | 2.6 | — | 6 | 12 | New Haven and Northampton | 1,454,040 | — | — | 738,588 | 750,000 | 156,429 | 1,644,967 | 62.0 | 127,390 | 135,072 | — | 117 | | | |
| 31 Dec. '62 | 75.9 | 8.5 | 7.2 | — | 3 | 3 | New London Northern | 1,774,455 | 38,023 | — | 1,010,000 | 650,000 | — | 1,812,475 | operated by N. Y. & N. H. | 151,731 | 88,768 | 4 | | | | |
| 31 Dec. '62 | 66.0 | — | 6.9 | — | 7 | 7 | New York and New Haven | 677,552 | — | — | 602,162 | 75,526 | — | 696,827 | 66.0 | 156,905 | 151,731 | 88,768 | 5 | | | |
| 31 Mar. '63 | 61.3 | 1.0 | 63.8 | — | 28 | 74 | Norwich and Worcester | 4,643,832 | 712,493 | — | 3,000,000 | 2,000,000 | — | 5,754,362 | 117.4 | 618,810 | 1,036,437 | 454,006 | 12 | | | |
| 30 Nov. '62 | 59.4 | 7.0 | 8.5 | — | 16 | 17 | Delaware | 2,463,983 | 149,711 | 214,100 | 2,122,600 | 799,300 | 9,298 | 3,064,867 | 66.4 | 294,173 | 363,664 | 158,927 | 110 | | | |
| DELAWARE. | | | | | | | | | | | | | | | | | | | | | | |
| 31 Oct. '60 | 84.3 | — | 10.7 | — | — | — | Newcastle and Frenchtown | 1,552,257 | — | — | — | 406,132 | 870,000 | 271,877 | 1,607,684 | 84.3 | 136,631 | 139,970 | 41,466 | — | | |
| 31 Oct. '62 | 16.2 | — | — | — | — | — | Florida | 704,860 | — | 19,535 | 744,520 | — | — | 5,024 | 749,544 | 5.0 | — | 27,283 | 10,290 | 9 | | |
| FLORIDA. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Apr. '60 | 164.2 | — | — | 150 | — | — | Florida and Alabama | 532,791 | 30,586 | — | — | 191,455 | 195,000 | 75,804 | 619,112 | 32.0 | — | 7,567 | 3,535 | — | | |
| 30 Apr. '62 | 32.0 | — | 3.0 | 13.0 | 3 | 1 | Florida and Atlantic and Gulf Central | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| 30 Apr. '62 | 59.9 | — | 5.0 | — | — | — | Pensacola and Georgia | — | — | — | — | — | — | — | — | 29.4 | — | — | — | — | | |
| 30 Jun. '60 | 86.7 | — | — | — | 16 | 7 | GEORGIA. | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| 31 Dec. '62 | 92.6 | — | 8.7 | 70.9 | — | — | Atlanta and West Point | 1,192,339 | — | — | 1,250,000 | 120,000 | — | 1,597,385 | 86.7 | — | 418,036 | 205,827 | 8 | | | |
| 30 Apr. '60 | 43.5 | — | — | — | — | — | Atlantic and Gulf—M. Trunk | 1,032,200 | — | — | — | 733,700 | 129,500 | — | 800,000 | — | — | 168,998 | 95,612 | — | | |
| 30 Apr. '60 | 191.0 | — | — | — | 53 | 62 | Augusta and Savannah | 755,000 | — | — | — | 151,887 | — | — | 810 | — | — | — | — | — | | |
| 31 Mar. '60 | 171.0 | 61.0 | — | — | 19 | 16 | Brunswick and Florida | 4,368,800 | — | — | 4,368,800 | — | — | 6,590,178 | 229.0 | 879,468 | 1,715,025 | 764,574 | 10 | | | |
| 30 Nov. '60 | 102.5 | — | — | — | 7 | 2 | Central of Georgia (and Bank) | 4,156,000 | — | 1,008,650 | 4,156,000 | 312,500 | — | 8,123,343 | 232.0 | — | 1,159,185 | 628,043 | 8 | | | |
| 31 May, '58 | 68.1 | — | — | — | 3 | 4 | Georgia (and Bank) | 1,500,000 | — | — | 1,500,000 | — | — | 1,658,976 | 102.5 | 226,241 | 404,618 | 212,676 | 19 | | | |
| 31 Jul. '60 | 105.1 | 100.8 | 16.2 | — | 18 | 22 | Macon and Western | 774,244 | 162,531 | — | 689,950 | 249,000 | — | 1,026,888 | 60.0 | — | 202,714 | 110,510 | 8 | | | |
| 30 Sep. '59 | 138.0 | — | — | — | 52 | 24 | Muskegon | 1,386,634 | 52,374 | — | 1,275,901 | 10,300 | 180,621 | 1,473,140 | 71.6 | — | — | — | — | | | |
| 31 Dec. '63 | 220.0 | — | — | — | 52 | 32 | Savannah, Albany and Gulf | 3,770,425 | — | — | 2,921,900 | 896,500 | 19,913 | 3,822,913 | 228.8 | — | 389,853 | 13 | — | | | |
| 30 Apr. '63 | 138.0 | — | 26.0 | — | 73 | 46 | Western and Atlantic | 5,901,497 | — | — | — | — | — | — | — | — | 832,343 | 454,541 | — | | | |
| ILLINOIS. | | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec. '63 | 220.0 | — | — | — | 52 | 32 | Chicago and Alton | 8,280,639 | — | — | 4,205,030 | 4,085,000 | — | 9,392,415 | 281.0 | 1,002,440 | 1,673,706 | 701,866 | 24 | | | |
| 30 Apr. '63 | 138.0 | — | 26.0 | — | 73 | 46 | Chicago, Burlington and Quincy | 6,444,452 | 1,490,361 | 4,433,510 | 5,738,640 | 6,102,594 | — | 13,179,500 | 263.0 | 1,308,146 | 2,412,821 | 1,206,089 | 8 | | | |
| 1 Apr. '63 | 242.0 | — | — | — | 29.0 | 36 | Chicago and Northwestern | 12,325,580 | 510,983 | — | 7,371,316 | 8,375,000 | 228,641 | 13,147,136 | 242.0 | — | 1,093,054 | 448,508 | — | | | |
| 31 Mar. '63 | 181.8 | — | — | — | 61 | 57 | Chicago and Rock Island | 7,069,728 | — | — | 5,608,000 | 1,467,000 | — | 7,743,039 | 228.4 | 1,030,884 | 1,529,141 | 613,100 | 6 | | | |
| 31 Dec. '63 | 121.0 | 138.7 | 50.0 | — | 74 | 31 | Galena and Chicago Union | 8,049,164 | 1,366,983 | 525,451 | 6,028,400 | 3,505,000 | — | 10,962,115 | 341.7 | 1,484,063 | 2,201,481 | 1,279,400 | 0 | | | |
| 31 May, '63 | 174.5 | 5.5 | 14.3 | — | 21 | 22 | Great Western | 4,039,561 | — | — | 1,648,561 | 2,380,000 | — | 4,214,342 | 150.0 | — | 742,097 | 377,476 | 0 | | | |
| 31 Dec. '63 | 454.8 | 552.5 | — | — | 116 | 101 | Illinois Central | 23,610,229 | — | — | 19,015,970 | 17,320,000 | — | 36,335,970 | 708.8 | 3,010,697 | 4,571,028 | 2,118,347 | 6 | | | |
| 31 Dec. '63 | 148.0 | — | — | — | 31 | 30 | Ohio and Mississippi | 4,870,586 | — | — | 1,790,295 | 3,292,403 | — | 10,000,000 | 200.0 | 18 mos. | 2,202,415 | 704,650 | 64 | | | |
| 31 Dec. '63 | 195.0 | 14 | 12.2 | — | — | — | St. Louis, Alton and Terre Haute | 10,600,000 | — | — | 3,900,000 | 6,700,000 | — | — | — | — | — | — | — | | | |
| INDIANA. | | | | | | | | | | | | | | | | | | | | | | |
| 31 Aug. '57 | 109.0 | — | — | — | — | — | Cincinnati and Chicago | 2,090,433 | — | — | 1,106,679 | 1,006,125 | — | — | — | — | — | — | — | — | | |
| 31 Dec. '62 | 72.4 | — | — | — | 19 | 17 | Evansville and Crawfordsville | 2,233,413 | — | 274,061 | 2,750 | 986,061 | 1,219,100 | 51,772 | 2,283,748 | 109.0 | — | 249,867 | 119,342 | — | | |
| 1 Dec. '62 | 89.8 | 20.2 | — | — | 23 | 19 | Indiana Central | 1,607,039 | 510,043 | — | 26,641 | 611,030 | 15,900 | 2,102,761 | 109.0 | — | 442,893 | 158,541 | — | | | |
| 1 Dec. '62 | 84.0 | — | — | — | 15 | 14 | Indianapolis and Cincinnati | 2,497,952 | — | — | 25,689 | 1,633,900 | 1,362,284 | 140,689 | 3,458,108 | 110.0 | — | 448,508 | 230,834 | 9 | | |
| 1 Dec. '62 | 78.0 | — | — | — | 15 | 14 | Ind., Pittsburg and Cleveland | 1,879,580 | — | — | 10,000 | 835,971 | 901,400 | 11,036 | 2,193,830 | 84.0 | — | 460,079 | 247,338 | — | | |
| 1 Mar. '63 | 86.0 | 46.0 | 8.0 | — | 17 | 10 | Jeffersonville | 1,433,812 | — | — | 278,334 | 1,015,907 | 621,000 | — | 2,175,233 | 108.0 | 312,350 | 627,868 | 268,156 | — | | |
| 30 Nov. '63 | 73.0 | — | — | — | 21 | 17 | Indianapolis and Madison | 6,000,000 | — | — | — | 2,800,000 | 3,000,000 | 2,000,000 | 6,000,000 | 288.0 | — | 645,827 | 371,400 | — | | |
| 30 Nov. '63 | 73.0 | — | — | — | 21 | 17 | Louisv. N. Albany & Chicago | 1,911,450 | — | — | 285,679 | 1,517,450 | 94,000 | — | 2,326,955 | 73.0 | 357,302 | 774,615 | 307,527 | 13 | | |
| 30 Nov. '63 | 73.0 | — | — | — | 21 | 17 | Terre Haute and Richmond | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| IOWA"> | | | | | | | | | | | | | | | | | | | | | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "not ascertained." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

| Year ending. | Railroad. | | | | Equipment. | | | Companies. | Abstract of Balance Sheet. | | | | | | | | | | Earnings. | | | | |
|----------------|------------|---------------------------|------------------------|--------------------------------|------------|------------|---------------|----------------------------------|-----------------------------|----------------|----------------------------|------------------------|---------------------------|----------------|------------|-----------------------|--|--|---|--------|------|------------|------------------|
| | Main Line. | Lateral and Branch Lines. | 2nd Track and Sidings. | Road in progress or projected. | Engines. | Cars. | | | Property and Assets. | | | | Liabilities. | | | | Total, incl. all other assets and liabilities. | Road operated, incl. road leased, etc. | Mileage run by locomotives with trains. | Gross. | Net. | Dividends. | Price of shares. |
| | | | | | | Passenger. | Freight, etc. | | Railroad and Appurtenances. | Rolling Stock. | Invested in foreign works. | Share Capital paid in. | Bonded and Mortgage Debt. | Floating Debt. | | | | | | | | | |
| M. | M. | M. | M. | No. | No. | No. | | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | P. c. | | | |
| MAINE. | | | | | | | | | | | | | | | | | | | | | | | |
| 30 Nov. '02 | 55.0 | — | — | — | 6 | 4 | 74 | Androscoggin | 1,050,000 | — | — | 151,833 | 444,638 | 205,584 | 757,351 | 36.5 | 76,244 | 79,761 | 43,461 | — | — | | |
| 30 Jun. '02 | 149.0 | 25.0 | — | — | 41 | 17 | 349 | Atlantic and St. Lawrence | 6,788,205 | 867,734 | — | 2,494,900 | 3,068,491 | — | 7,983,476 | 149.0 | oper. by Gd. Trk. | 172,113 | 91,887 | — | 45 | | |
| 30 Sep. '01 | 63.0 | 9.5 | 8.0 | — | 12 | 11 | 120 | Kennebec and Portland | 2,871,264 | — | — | 1,287,779 | — | 271,143 | 2,990,998 | 109.5 | 139,953 | 174,028 | — | — | — | | |
| 31 May, '03 | 99.7 | 9.5 | — | — | 13 | 2 | 231 | Maine Central | 4,211,878 | — | 21,925 | 1,050,860 | 3,068,491 | 139,352 | 4,299,303 | 109.2 | 186,240 | 323,032 | 174,028 | — | — | | |
| 31 May, '03 | 51.3 | — | — | — | 10 | 4 | 103 | Portland, Saco and Portsmouth | 1,494,792 | — | 100,000 | 1,500,000 | — | — | 1,632,446 | 51.3 | — | 283,197 | 170,276 | 6 | 134 | | |
| 31 May, '00 | 37.0 | — | — | — | — | — | — | Somerset and Kennebec | 783,763 | — | — | 169,200 | 556,900 | — | — | 37.0 | — | 65,403 | 28,404 | — | — | | |
| MARYLAND. | | | | | | | | | | | | | | | | | | | | | | | |
| 30 Sep. '00 | 279.6 | 7.2 | — | — | 236 | 124 | 3,272 | Baltimore and Ohio | 21,314,042 | 3,604,731 | 3,579,907 | 13,118,202 | 10,781,833 | 566,070 | 31,241,011 | 286.8 | 3,922,203 | 2,305,788 | — | — | 110 | | |
| 30 Sep. '00 | 30.0 | — | — | — | 7 | 33 | 167 | Washington Branch | 1,650,000 | — | — | 1,650,000 | — | — | 1,824,806 | 39.0 | 187,427 | 462,880 | 290,840 | 9 | 127 | | |
| 31 Dec. '00 | 139.0 | 4.0 | 16.4 | — | 53 | 29 | 1,818 | Northern Central | 7,916,244 | 774,569 | 501,395 | 2,290,000 | 4,850,000 | — | 10,346,232 | 261.0 | 1,012,096 | 2,307,448 | 620,581 | — | 88 | | |
| MASSACHUSETTS. | | | | | | | | | | | | | | | | | | | | | | | |
| 30 Nov. '02 | 26.7 | 1.8 | 43.6 | — | 21 | 37 | 602 | Boston and Lowell | 245,145 | 183,345 | — | 1,830,000 | 440,000 | 21,046 | 2,755,515 | 70.9 | 336,566 | 421,909 | 136,191 | 6 | 117 | | |
| 31 Mar. '03 | 74.3 | 8.8 | 51.1 | — | 33 | 72 | 434 | Boston and Maine | 2,880,350 | 400,463 | 498,903 | 4,076,974 | — | — | 5,026,336 | 119.3 | 630,840 | 945,980 | 450,302 | 8 | 134 | | |
| 30 Sep. '02 | 47.0 | 7.0 | 32.6 | — | 25 | 40 | 209 | Boston and Providence | 3,952,600 | 207,400 | — | 3,100,000 | — | 122,720 | 2,402,989 | 61.8 | 435,121 | 702,222 | 356,862 | 8 | 144 | | |
| 30 Nov. '02 | 44.6 | 24.0 | 60.1 | — | 30 | 68 | 273 | Boston and Worcester | 2,062,594 | 437,416 | 100,000 | 4,600,000 | — | 93,654 | 5,535,584 | 83.6 | 564,117 | 1,006,130 | 490,304 | 8 | 145 | | |
| 30 Nov. '02 | 46.0 | 1.1 | 2.7 | — | 7 | 15 | 102 | Cape Cod Branch | 4,907,760 | 123,958 | — | 681,654 | 141,600 | — | 1,085,074 | 47.1 | 75,219 | 102,627 | 50,063 | 24 | 63 | | |
| 30 Nov. '02 | 50.0 | 2.4 | 8.8 | — | 12 | 19 | 176 | Connecticut River | 1,614,386 | 187,558 | — | 1,691,100 | 250,000 | — | 1,900,919 | 52.4 | 170,018 | 268,152 | 133,564 | 6 | 110 | | |
| 30 Nov. '02 | 44.2 | 30.5 | 25.2 | — | 26 | 54 | 413 | Eastern | 3,912,207 | 315,165 | 264,102 | 2,853,400 | 1,912,900 | 30,000 | 4,766,000 | 89.0 | 452,168 | 635,629 | 315,734 | 106 | — | | |
| 30 Nov. '02 | 50.9 | 42.5 | 74.5 | — | 29 | 36 | 646 | Fitchburg | 3,189,851 | 360,149 | — | 3,640,000 | — | — | 3,829,341 | 93.4 | 342,552 | 580,580 | 254,146 | 6 | 135 | | |
| 30 Nov. '02 | 12.4 | — | 2.3 | — | 2 | 4 | 26 | Lowell and Lawrence | 332,885 | 80,275 | — | 200,000 | 75,000 | 11,752 | 367,182 | 12.4 | — | 21,780 | — | — | — | | |
| 30 Nov. '02 | 14.5 | — | 17.2 | — | 11 | 19 | 337 | Nashua and Lowell | 558,919 | 96,894 | — | 600,000 | — | — | 802,401 | 71.0 | 145,515 | 185,188 | 46,540 | 8 | 126 | | |
| 30 Nov. '02 | 20.1 | 1.6 | 1.1 | — | 6 | 14 | 74 | New Bedford and Taunton | 502,760 | 54,214 | 14,000 | 500,000 | 300,000 | — | 800,000 | 36.7 | 42,262 | 134,178 | 45,993 | 5 | 87 | | |
| 30 Nov. '02 | 25.0 | — | 0.6 | 8.0 | 3 | 4 | 13 | N. York and Boston Air Line | 832,464 | 46,269 | — | 397,701 | 550,000 | 175,672 | 1,019,373 | 25.0 | 52,624 | 44,689 | 9,653 | 3 | 14 | | |
| 30 Nov. '02 | 79.5 | 7.8 | 26.5 | — | 24 | 64 | 485 | Old Colony and Fall River | 3,008,445 | 354,503 | — | 3,015,100 | 350,500 | 134,068 | 4,187,740 | 102.1 | 385,585 | 580,150 | 312,031 | 6 | 120 | | |
| 30 Nov. '02 | 43.4 | 1.0 | 14.9 | — | 13 | 18 | 252 | Providence and Worcester | 1,409,086 | 262,815 | — | 1,600,000 | 97,000 | — | 1,697,000 | 44.4 | 206,064 | 327,457 | 161,357 | 8 | 137 | | |
| 30 Nov. '02 | 16.9 | — | 1.7 | — | — | — | — | Salem and Lowell | 381,470 | 82,543 | — | 243,503 | 226,900 | 464 | 471,170 | oper. by B. and L. V. | — | 17,500 | — | — | — | | |
| 30 Nov. '02 | 11.1 | 0.6 | 1.2 | — | 3 | 10 | 79 | Taunton Branch | 250,000 | — | — | — | — | — | 239,740 | 11.7 | 134,015 | 23,376 | — | — | — | | |
| 30 Nov. '02 | 6.1 | — | — | 36.5 | — | — | — | Troy and Greenfield | 1,756,370 | — | — | 923,810 | 979,308 | 42,352 | 1,945,470 | oper. by T. and B. | — | 216,068 | — | — | 40 | | |
| 30 Nov. '02 | 69.0 | 8.0 | 6.5 | — | 11 | 13 | 180 | Vermont and Massachusetts | 3,309,557 | 207,343 | — | 2,214,225 | 990,525 | — | 3,516,900 | 77.3 | 112,242 | 210,931 | 115,241 | 42 | — | | |
| 30 Nov. '02 | 156.1 | 17.3 | 126.6 | — | 73 | 61 | 1,179 | Western (incl. Alb. & W.S. etc.) | 10,122,764 | 1,095,712 | — | 5,150,000 | 6,417,520 | 47,000 | 14,424,472 | 218.0 | 1,257,201 | 2,095,922 | 994,564 | 8 | 155 | | |
| 30 Nov. '02 | 45.7 | — | 9.3 | — | 10 | 12 | 145 | Worcester and Nashua | 1,147,044 | 123,353 | — | 1,141,000 | 141,500 | 1,130 | 1,356,645 | 45.7 | 164,248 | 200,744 | 92,979 | 54 | 90 | | |
| NEW HAMPSHIRE. | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Mar. '03 | 98.5 | — | 5.6 | — | 14 | 10 | 232 | Boston, Concord and Montreal | 2,850,000 | — | — | 1,800,000 | 1,050,000 | — | 2,992,686 | 93.5 | — | 247,279 | 124,406 | — | 62 | | |
| 30 Nov. '02 | 63.6 | — | — | — | 11 | 11 | 602 | Cheshire | 2,839,713 | — | — | 2,085,592 | 803,700 | — | 3,048,732 | 63.6 | 263,324 | 298,056 | 104,643 | — | — | | |
| 31 Mar. '03 | 34.5 | — | — | — | 21 | 22 | 494 | Concord (par \$50) | 1,500,000 | — | — | 1,500,000 | — | — | 1,504,506 | 61.3 | — | 243,651 | 112,327 | 7 | 65 | | |
| 31 Mar. '02 | 29.3 | — | — | — | 2 | — | — | Manchester and Lawrence | 1,055,345 | — | — | 1,000,000 | — | 12,300 | 20,904 | — | oper. by C'd | 162,428 | 74,395 | 7 | 119 | | |
| 30 Nov. '02 | 29.3 | — | — | — | 2 | 4 | 80 | Merrimack and Conn. Rivers | 695,258 | — | — | 595,588 | 568,000 | — | — | 527 | 34,916 | 12,396 | — | — | — | | |
| 30 Nov. '02 | 69.2 | 18.0 | 12.5 | — | 24 | 14 | 424 | Northern New Hampshire | 3,068,400 | — | — | 3,068,400 | 220,700 | — | — | 820 | 312,171 | 128,652 | 4 | 86 | | | |
| 31 Mar. '03 | 24.7 | — | 2.2 | — | 6 | 2 | 50 | Sullivan | 1,480,780 | — | — | 500,000 | 750,000 | 277,210 | — | 24.7 | 68,040 | 15,266 | — | — | — | | |
| NEW JERSEY. | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec. '01 | 64.2 | — | 8.1 | — | — | — | — | Belvidere Delaware | 3,170,128 | — | — | 997,862 | 2,089,500 | 173,982 | 3,261,344 | 76.0 | — | 259,921 | 113,833 | — | — | | |
| 31 Dec. '02 | 63.9 | 32.2 | — | 8.0 | — | — | — | Camden and Amboy | 6,070,233 | — | 3,971,080 | 5,009,200 | 8,620,181 | — | — | 124.2 | — | 3,040,143 | 1,728,543 | 10 | 189 | | |
| 31 Dec. '02 | 60.2 | — | — | — | 3 | — | — | Camden and Atlantic | 1,837,336 | — | — | 1,000,563 | 1,037,376 | 117,095 | 2,155,024 | 60.2 | — | 144,388 | 65,128 | — | 15 | | |
| 31 Dec. '02 | 64.0 | — | 48.0 | — | 3 | — | — | Central of New Jersey | 4,915,252 | 606,542 | 672,113 | 5,630,000 | 2,000,000 | 320,433 | 6,322,193 | 64.0 | 637,204 | 1,397,587 | 774,341 | 10 | 175 | | |
| 31 Dec. '02 | 53.0 | — | — | 45.5 | 11 | 15 | 91 | Morris and Essex | 1,629,202 | — | 67,000 | 1,157,800 | 340,000 | — | 1,756,710 | 53.0 | 147,000 | 226,443 | 101,520 | 7 | — | | |
| 31 Dec. '02 | 51.8 | — | — | — | — | — | — | New Jersey | 5,582,951 | 397,375 | 1,397,974 | 4,937,900 | 678,000 | 400,017 | 6,986,704 | 51.8 | 512,349 | 1,111,087 | 652,124 | 10 | — | | |
| 31 Dec. '02 | 23.3 | — | — | — | 2 | 6 | 17 | Northern New Jersey | 422,297 | — | — | 156,850 | 204,200 | 77,708 | 438,798 | 23.3 | — | 90,618 | 29,592 | — | 165 | | |
| 31 Dec. '02 | — | — | — | — | — | — | — | Raritan and Delaware Bay | 2,450,417 | — | — | 1,203,553 | 1,250,000 | 143,908 | 2,597,161 | — | [2 mos.] | 10,588 | — | — | 25 | | |
| 31 Dec. '02 | 24.6 | — | — | — | — | — | — | Warren | 1,907,750 | — | — | 1,307,750 | 600,000 | — | 1,907,750 | 24.0 | — | 238,889 | 124,742 | — | 110 | | |
| 31 Dec. '02 | 38.5 | — | — | — | — | — | — | West Jersey | 821,984 | — | — | 581,893 | 212,500 | 81,743 | 821,984 | — | 82,936 | 90,127 | 43,628 | — | — | | |
| NEW YORK. | | | | | | | | | | | | | | | | | | | | | | | |
| 30 Sep. '02 | 48.9 | — | — | — | 4 | 4 | 60 | Atlantic and Great Western | 2,250,277 | 85,207 | — | 687,872 | 1,607,500 | 25,568 | 2,320,940 | 48.0 | 140,565 | 224,413 | 123,939 | — | — | | |
| 30 Sep. '02 | 142.0 | 13.0 | — | — | 28 | 32 | 402 | Buffalo, New York and Erie | 3,188,461 | — | 160,677 | 872,500 | 2,426,714 | 135,547 | 3,682,852 | 176.0 | 609,076 | 825,428 | 275,496 | — | 100 | | |
| 30 Sep. '02 | 68.3 | 14.5 | — | — | 29 | 24 | 599 | Buffalo and State Line | 2,277,838 | 509,576 | 149,000 | 1,977,950 | 949,000 | — | 2,926,950 | 88.0 | 437,522 | 1,307,921 | 636,570 | 11 | 201 | | |
| 31 Dec. '03 | 460.0 | 97.0 | 320.0 | — | 243 | 109 | 5,897 | Erie | 39,044,648 | — | 264,929 | 10,105,200 | 19,961,000 | — | 42,811,569 | 460.0 | 5,585,667 | 10,469,481 | 3,511,414 | 7 | 112 | | |
| 30 Sep. '02 | 144.0 | 40.0 | 116.1 | — | 65 | 117 | 688 | Hudson River | 10,749,863 | 1,363,931 | — | 3,768,466 | 9,383,760 | 298,424 | 13,420,640 | 148.0 | 1,152,554 | 2,637,529 | 1,269,964 | — | 160 | | |
| 30 Sep. '02 | 96.0 | 2.5 | 11.4 | — | 14 | 37 | 117 | Long Island | 2,667,162 | 361,312 | — | 1,852,716 | 782,462 | 15,213 | 2,928,474 | 100.5 | 226,611 | 295,457 | 109,137 | 24 | 40 | | |
| 30 Sep. '02 | 297.8 | 2686 | | | | | | | | | | | | | | | | | | | | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies nil. Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

| Years ending. | Railroad. | | | | Equipment. | | | Companies. | Abstract of Balance Sheet. | | | | | | | | | | Earnings. | | | | | | |
|------------------------------|------------|---------------------------|------------------------|--------------------------------|------------|------------|---------------|---------------------------------|-----------------------------|----------------|----------------------------|------------------------|---------------------------|----------------|-----------|------------|--|--|---|--------------------------|-----------|------------|------------------|-----|---|
| | Main Line. | Lateral and Branch Lines. | 2nd Track and Sidings. | Road in progress or projected. | Engines. | Passenger. | Freight, etc. | | Property and Assets. | | | | Liabilities. | | | | Total, incl. all other assets and liabilities. | Road operated, incl. road leased, etc. | Mileage run by locomotives with trains. | Earnings. | | Dividends. | Price of shares. | | |
| | | | | | | | | | Railroad and Appurtenances. | Rolling Stock. | Invested in foreign works. | Share Capital paid in. | Bonded and Mortgage Debt. | Floating Debt. | Gross. | Net. | | | | | | | | | |
| | M. | M. | M. | M. | No. | No. | No. | | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | M. | M. | \$ | \$ | P. C. | | | | |
| PENNSYLVANIA. | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Oct. '92 | 88.0 | — | — | — | 18 | 3 | 1,205 | Atlantic and Great Western | 5,500,000 | — | — | 2,000,000 | 3,500,000 | — | — | 5,500,000 | 88.0 | — | — | — | — | — | | | |
| 31 Oct. '92 | 24.5 | — | — | — | 18 | 1 | 276 | Beaver Meadow | 1,042,642 | 317,329 | — | 1,816,150 | 1,500 | — | 1,817,650 | 24.5 | — | — | 191,545 | 365,365 | 210,817 | 8 | 85 | | |
| 31 Sep. '92 | 65.0 | — | — | — | 18 | 13 | 276 | Catawissa | 3,634,000 | — | — | 3,350,000 | 284,000 | — | 115,762 | 3,749,762 | 65.0 | — | — | 549,045 | 275,880 | — | — | | |
| 31 Oct. '92 | 52.0 | 4.0 | 4.5 | — | 12 | 12 | 77 | Cumberland Valley | 1,125,687 | — | — | 956,900 | 270,500 | — | 56,545 | 1,384,455 | 74.5 | — | — | 255,560 | 165,427 | 3 | — | | |
| 31 Oct. '92 | 110.7 | 2.9 | 43.0 | — | 71 | 20 | 4,539 | Del. Lackawanna and West'n | 9,249,333 | — | — | 5,596,200 | 4,629,000 | — | 637,114 | 10,862,314 | 202.0 | — | — | 1,107,638 | 1,505,862 | 753,463 | 6 | 240 | |
| 31 Oct. '92 | 36.8 | 1.1 | — | — | 7 | 4 | 67 | East Pennsylvania | 873,116 | 105,345 | — | 492,190 | 598,500 | — | 27,478 | 1,118,168 | 36.9 | — | — | 130,602 | 173,503 | 98,654 | — | — | |
| 31 Dec. '92 | 78.0 | — | — | — | 16 | 7 | 647 | Elmira and Williamsport | 2,053,607 | — | — | 1,000,000 | 1,000,000 | — | — | 2,053,607 | 78.0 | — | — | 198,907 | 534,790 | 110,308 | — | — | |
| 31 Oct. '92 | 18.5 | — | — | — | 10 | 7 | — | Erle and Northeast | 700,000 | — | — | 600,000 | 400,000 | — | — | 1,000,000 | 18.5 | — | — | 126,490 | 233,530 | 53,826 | 10 | 37 | |
| 31 Oct. '92 | 36.9 | 18.6 | 17.0 | — | — | — | — | Harrisburg and Lancaster | 1,882,560 | — | — | 1,182,550 | 700,000 | — | — | 1,882,550 | 36.9 | — | — | oper. by Penn. R. R. Co. | 29,799 | 5,079 | 7 | 77 | |
| 31 Oct. '92 | 32.0 | — | — | — | 44.3 | 3 | 8 | Hempfield | 1,616,560 | 41,340 | — | 1,809,565 | 500,000 | — | 100,000 | 2,409,565 | 32.0 | — | — | 23,476 | 196,044 | 164,134 | — | — | |
| 31 Oct. '92 | 81.8 | 19.2 | — | — | 11 | 1 | 103 | Huntingdon and Broad Top | 1,425,481 | — | — | 570,961 | 1,166,088 | — | — | 2,026,144 | 81.8 | — | — | 150,984 | 511,924 | 257,440 | — | — | |
| 31 Dec. '92 | 80.0 | — | — | — | 11 | 4 | 1,216 | Lackawanna and Bloomsburg | 3,523,993 | — | — | 1,335,000 | 2,128,565 | — | 232,457 | 3,707,913 | 80.0 | — | — | — | 822,927 | 460,510 | 8 | 91 | |
| 31 Oct. '92 | 46.0 | 26.0 | 18.5 | — | 22 | 8 | 955 | Lehigh Valley | 3,373,022 | 584,363 | — | 2,297,250 | 1,465,000 | — | 31,547 | 3,927,355 | 76.0 | — | — | 397,230 | 822,927 | 460,510 | — | — | |
| 31 Oct. '92 | 28.3 | 5.5 | 8.0 | — | 10 | — | 61 | Little Schuylkill | 1,371,888 | — | — | 2,256,100 | 960,000 | — | 72,600 | 3,285,700 | 28.3 | — | — | 62,155 | 126,316 | 68,801 | 6 | 47 | |
| 31 Oct. '92 | 24.5 | 105.5 | 62.5 | — | — | — | — | Mine Hill and Schuylk. Haven | 3,252,255 | — | — | 3,260,000 | — | — | — | 3,260,000 | 24.5 | — | — | — | 451,918 | 174,855 | — | — | |
| 30 Nov. '92 | 55.6 | 13.2 | 8.9 | — | 18 | 26 | 577 | North Pennsylvania | 4,485,476 | 493,187 | — | 3,147,365 | 3,106,389 | — | 287,000 | 6,447,780 | 60.4 | — | — | 263,334 | 397,106 | 218,960 | — | — | |
| 31 Dec. '92 | 355.6 | 55.8 | 318.0 | — | 253 | 157 | 3,871 | Pennsylvania | 19,309,347 | 3,582,304 | — | 18,274,100 | 5,527,400 | — | — | 23,801,500 | 318.0 | — | — | 10,304,391 | 4,572,215 | 8 | 60 | | |
| 31 Oct. '92 | 17.0 | 7.0 | 42.0 | — | 17 | 19 | 42 | Phila., Germant'n & Norrist'n | 1,521,520 | 236,289 | — | 1,243,500 | 438,960 | — | — | 1,682,460 | 17.0 | — | — | 229,935 | 262,333 | 139,742 | 6 | 40 | |
| 31 Oct. '92 | 190.0 | — | — | — | 15 | 1 | 285 | Phila. and (Sunbury) Erie | 12,129,657 | — | — | 4,822,459 | 6,957,500 | — | 157,739 | 12,129,657 | 190.0 | — | — | 12,129,657 | 6,957,500 | 80,909 | — | — | |
| 30 Nov. '92 | 147.4 | 5.5 | 137.8 | — | 166 | 67 | 8,430 | Philadelphia and Reading | 21,074,422 | 4,765,774 | 629,348 | 12,121,228 | 10,667,328 | — | — | 26,813,828 | 355.0 | — | — | 2,721,689 | 6,252,962 | 3,706,900 | — | — | |
| 31 Oct. '92 | 28.2 | — | — | — | — | — | — | Philadelphia and Trenton | 552,422 | — | — | 999,200 | 250,000 | — | — | 1,249,200 | 28.2 | — | — | 102,304 | 432,351 | 238,544 | 8 | 156 | |
| 31 Oct. '92 | 95.9 | — | — | — | 37 | 110 | 630 | Phila., Wilmington and Balt. | 6,919,924 | 744,425 | 851,129 | 5,620,500 | 2,579,000 | — | — | 9,508,400 | 95.9 | — | — | 582,615 | 2,260,862 | 1,080,995 | 9 | 12 | |
| 31 Oct. '92 | 59.5 | — | — | — | 11 | 10 | 61 | Pittsburg and Connellsville | 2,489,387 | 124,432 | — | 1,767,373 | 1,500,000 | — | 82,580 | 3,655,820 | 59.5 | — | — | 209,746 | 215,587 | 108,356 | — | — | |
| 31 Dec. '92 | 468.3 | — | — | — | 146 | 109 | 1,560 | Pittsburg, Ft. Wayne & Chicago | 18,191,294 | — | — | 6,164,532 | 12,936,173 | — | — | 19,932,741 | 468.3 | — | — | 3,472,914 | 5,132,934 | 2,106,628 | 10 | 114 | |
| 31 Dec. '92 | 23.0 | — | — | — | 6 | 1 | 484 | Shamokin Valley & Pottsville | 1,179,778 | 112,824 | — | 600,000 | 791,597 | — | — | 1,371,375 | 23.0 | — | — | 40,476 | 144,738 | 37,112 | 40 | — | |
| 31 Oct. '92 | 29.6 | — | — | — | 4 | 4 | 101 | Tioga | 719,914 | 77,999 | — | 97,550 | 396,500 | — | — | 65,828 | 797,913 | 29.6 | — | — | 81,934 | 154,789 | 97,862 | 43 | — |
| RHODE ISLAND. | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Aug. '92 | 80.0 | — | — | — | 12 | 17 | 105 | N. Y., Providence and Boston | 2,158,000 | — | — | 1,508,000 | 256,800 | — | — | 2,158,000 | 80.0 | — | — | 297,700 | 416,309 | 199,155 | 6 | 120 | |
| 30 Nov. '92 | 18.6 | — | — | — | 4 | 3 | 7 | Providence, Warren & Bristol | 424,943 | 13,200 | — | 437,17 | 8,500 | — | — | 445,673 | 18.6 | — | — | 23,954 | 25,594 | 6,729 | — | — | |
| SOUTH CAROLINA. | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec. '92 | 54.9 | — | — | — | 47.4 | 4 | 3 | Charleston and Savannah | 801,615 | 34,372 | 250,000 | 700,365 | 196,286 | — | 197,905 | 1,099,536 | 54.9 | — | — | — | 283,283 | 151,536 | 6 | — | |
| 31 Dec. '92 | 109.6 | — | — | — | 13 | 9 | 176 | Charlotte and South Carolina | 1,719,045 | — | — | 1,201,000 | 384,000 | — | — | 1,585,000 | 109.6 | — | — | — | 341,190 | 125,871 | — | — | |
| 1 Jan. '93 | 143.2 | 21.3 | — | — | — | — | — | Greenville and Columbia | 2,489,769 | 324,161 | — | 1,209,008 | 1,145,000 | — | — | 3,634,767 | 143.2 | — | — | — | 220,014 | 96,145 | — | — | |
| 23 Feb. '93 | 102.0 | — | — | — | — | — | — | North-Eastern | 2,011,652 | — | — | 985,743 | 960,410 | — | — | 2,051,325 | 102.0 | — | — | — | 1,499,636 | 701,943 | 7 | — | |
| 31 Dec. '92 | 136.0 | 106.0 | — | — | 62 | 59 | 790 | South Carolina | — | — | — | 2,643,883 | — | — | — | 2,643,883 | 136.0 | — | — | — | — | — | — | — | — |
| TENNESSEE. | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30 Sep. '90 | 47.6 | — | — | — | 12 | 10 | 171 | Central Southern (Tenn.) | 1,021,439 | 58,133 | — | 505,214 | 514,000 | — | 99,110 | 1,137,707 | 47.6 | — | — | — | 29,967 | 19,187 | — | — | |
| 1859 | 30.0 | — | — | — | 12 | 10 | 171 | East Tennessee and Georgia | 5,837,367 | — | — | 5,230,673 | 2,020,000 | — | — | 7,250,673 | 30.0 | — | — | — | 140.0 | 187,466 | — | — | |
| 1859 | 140.0 | — | — | — | 43 | 37 | 667 | East Tennessee and Virginia | 2,310,033 | 156,264 | — | 636,054 | 1,902,000 | — | — | 2,946,054 | 140.0 | — | — | — | 150,142 | 297,806 | 148,167 | — | — |
| 1859 | 271.6 | 19.4 | 20.0 | — | 9 | 5 | 242 | Memphis and Charleston | 5,866,578 | 878,699 | — | 3,809,949 | 2,659,000 | — | — | 6,468,949 | 271.6 | — | — | — | 6,827,797 | 1,635,096 | 875,597 | — | — |
| 1859 | 271.6 | 16.0 | 20.0 | — | 30.6 | 55.8 | — | Memphis and Ohio | 2,259,267 | 141,144 | — | 670,000 | 1,361,000 | — | — | 3,620,267 | 271.6 | — | — | — | — | — | — | — | — |
| 1859 | 100.0 | — | — | — | 40.1 | 7 | 119 | Memphis, Clarksv. & Louisv. | 2,000,000 | 100,500 | — | 298,721 | 740,000 | — | — | 2,748,721 | 100.0 | — | — | — | — | — | — | — | — |
| 1859 | 59.0 | — | — | — | 4 | 5 | 46 | Mississippi and Tennessee | 1,187,400 | — | — | 798,285 | 554,949 | — | — | 1,353,234 | 59.0 | — | — | 69,870 | 177,256 | 60,029 | — | — | |
| 1859 | 47.4 | — | — | — | 7 | 5 | 46 | Mississippi Central and Tenn. | 892,710 | 82,808 | — | 317,447 | 632,500 | — | — | 1,242,217 | 47.4 | — | — | — | 64,176 | 89,229 | 44,666 | — | — |
| 1859 | 34.2 | — | — | — | 12 | 2 | 61 | McMinnville and Manchester | 583,807 | 56,816 | — | 144,894 | 406,000 | — | — | 728,701 | 34.2 | — | — | 30,065 | 23,806 | 13,692 | — | — | |
| 30 Nov. '90 | 149.7 | 44.0 | 7.9 | — | 39 | 17 | 319 | Nashville and Chattanooga | 3,624,882 | — | — | 2,058,544 | 1,731,000 | — | — | 5,360,386 | 149.7 | — | — | 159.0 | 734,118 | 337,384 | 6 | — | |
| 1859 | — | — | — | — | — | — | — | Nashville and North-western | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 1860 | 45.8 | — | — | — | 5 | 5 | 32 | Tennessee and Alabama | 70,016 | 76,016 | — | 696,922 | 890,000 | — | 204,544 | 1,491,438 | 45.8 | — | — | 57,590 | 127,953 | 87,243 | — | — | |
| 1860 | 30.0 | — | — | — | 6 | 8 | — | Winchester and Alabama | — | — | — | 218,962 | 413,000 | — | 408,477 | — | 30.0 | — | — | — | 1,248 | — | — | — | — |
| TEXAS, (all aided by State). | | | | | | | | | | | | | | | | | | | | | | | | | |
| — | — | — | — | — | — | — | — | Buffalo Bayou, Braz. & Col'f do | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | Galveston, Houston, & Henderson | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | Houston and Bexar | 1,250,000 | — | — | 275,000 | 240,000 | — | 171,520 | — | — | — | — | — | — | | | | |

New York Stock Exchange.

Actual Sale Prices for the week ending May 11.

| | Th.5. | F.6. | Sat.7. | M.9. | Tu.10. | W.11. |
|---------------------------|-------|------|--------|------|--------|-------|
| American Coal Co. | 90 | 95 | | | | |
| Buffalo, N. Y. & E. M. | | | | | | |
| California 7s | 135 | | | | | |
| Central Am. Trans. | 36 | 35 | 35 | 35 | 35 | 42 |
| Chicago & Alton | | | | | | |
| " pref. | 88 | | 86 | 91 | | |
| " " M. | 94 | 94 | 109 | 90 | | |
| " Inc. b'ds | | | | | | |
| Chicago, Burl. & Q. | 136 | | 137 | 129 | 129 | |
| " 8 p.c. | | 128 | | | | |
| Ohio & Northwest'n | 53 | 51 | 52 | 54 | 55 | |
| " pref. | 75 | 72 | 74 | 75 | 78 | |
| " 1st M. | 93 | | | 91 | 92 | |
| " 2d M. | | | | | | |
| " S. F. | | | | | | |
| " A. B. | | | | | | |
| " I. B. | | | | | | |
| Chicago & Rock Isl. | 109 | 106 | 105 | 108 | 111 | 113 |
| " 1st M. 70.110 | | | | | | 110 |
| Clev. Col. and Cin. | 108 | 103 | 102 | 107 | 108 | 112 |
| " 1 M. | | | | | | |
| " 2 M. | | | | | | |
| " 3 M. | | | | | | |
| " 4 M. | | | | | | |
| Clev. and Toledo | 146 | 146 | 146 | 146 | 146 | |
| " S. F. 7 p.c. | | | | | | |
| Cumberland Coal, pref. 63 | 64 | 62 | 64 | 64 | 72 | |
| Del. & Hudson Canal | 227 | 223 | 220 | | | |
| Del., Lack. & West. | 280 | | | | | |
| " 1 M. S. p.c. 71-6.110 | | | | | | |
| " 2 M. S. p.c. 61 | | | | | | |
| Erie | 111 | 109 | 107 | 109 | 109 | 112 |
| " pref. | 104 | 106 | 106 | 107 | 107 | |
| " 1 M. T. p.c. 67 | | 110 | | | | |
| " 2 M. T. p.c. 70 | | | 119 | | | |
| " 3 M. T. p.c. 82 | | | | | | |
| " 4 M. T. p.c. 80 | | | 117 | | | |
| " 5 M. T. p.c. 88 | | | | | | |
| Galena and Chicago | 120 | 116 | 113 | 116 | 118 | 122 |
| " 1 M. T. p.c. 68 | | | | | | |
| " 2 M. T. p.c. 75 | | | | | | |
| " 1 M. Ex. 82.110 | | | | | | |
| Hann. & St. Joseph | | 45 | | | | |
| " pref. | 61 | 60 | | | | |
| " bonds | | | | | | |
| Hudson River | 135 | 133 | 135 | 139 | 137 | 140 |
| " scrip | | | | | | |
| " 1 M. T. p.c. 69 | | | | | | |
| " 2 M. S. F. | | | | | | |
| " 3 M. T. p.c. 75 | | | | | | |
| " conv. bonds | | 108 | 106 | | | |
| Illinois Central scrip | 123 | 123 | 122 | 124 | 124 | 123 |
| " full stock | 125 | | | | | |
| " bonds | | | | | | |
| " 110 | | | | | | |
| Marietta & Cin. pref. 60 | 65 | 68 | | | | |
| " 2d | | | | | | |
| Mariposa Mining Co. | 82 | 82 | 82 | 85 | 86 | 86 |
| Michigan Central | 138 | 131 | 133 | 139 | 141 | |
| " S. F. S. p.c. 82 | | | | | | |
| " conv. S. p.c. 69 | | | | | | |
| M. S. and N. I. | 90 | 89 | 87 | 91 | 91 | 95 |
| " guard | 135 | | 131 | 133 | 134 | 135 |
| " 1 M. S. F. | | | | | | |
| " 2 M. | 108 | | | | | |
| " 3 M. | 106 | | | | | |
| " 1st M. | 110 | | | | | |
| " 2d pref. | 62 | 60 | 60 | 63 | 67 | |
| " 1st M. | | | | | | |
| " 2d pref. | | | | | | |
| " 1st M. | | | | | | |
| Minnesota Mining Co. | 60 | | | | | |
| Miss. & Mo. | 40 | | | | | |
| " L. G. bonds | 64 | 60 | 61 | 60 | 60 | |
| Missouri 6s | 70 | 70 | 70 | 70 | 71 | |
| " 1st M. & St. J. R. | 92 | 91 | 91 | 91 | 91 | |
| " Pacific | 78 | 76 | 76 | 78 | 78 | |
| New York Central | 132 | 131 | 129 | 130 | 130 | 133 |
| " 7s, 1864 | | | | | | |
| " 7s, S. F. 78 | 118 | | | | | |
| " 7s, conv. 78 | | | | | | |
| " 6s, S. F. 83.110 | | 111 | 109 | | | |
| N. York & Harlem | 228 | 230 | 230 | 235 | 235 | 256 |
| " pref. | | | | | | |
| " 1 M. T. p.c. 78 | | | | | | |
| " 2 M. T. p.c. 64 | | | | | | |
| " 3 M. T. p.c. 67 | | | | | | |
| Norwich & Worcester | | | | | | |
| Ohio & Miss. cor. | 52 | 50 | 50 | 52 | 52 | 54 |
| Pacific Mail S. S. Co. | 225 | 225 | 225 | 227 | 227 | |
| Penn'a Coal Co. | 205 | 200 | 200 | | | |
| Phila. and Reading | 130 | 129 | 127 | 129 | 129 | 133 |
| Pitts. Ft. W. & Chicago | 100 | 105 | 105 | 106 | 112 | 114 |
| " 1 M. | | 115 | 115 | | | |
| " 2 M. | 110 | 110 | | | | |
| " 3 M. | | | | | | |
| Quicksilver Mining Co. | 68 | 66 | 66 | 68 | 70 | 71 |
| St. L. Alton & T. H. | 53 | 54 | 55 | 58 | 64 | 64 |
| " pref. | 72 | 72 | | | | |
| " 1 M. | | | | | | |
| " 2 M. pref. | | 93 | 93 | 95 | 95 | |
| " Inc. b'ds | 88 | 82 | 82 | 83 | | |
| Tennessee 6s, 1890 | 59 | 59 | | | | |
| Toledo & Wabash | 70 | 69 | 70 | 69 | 69 | 70 |
| " pref. | | | | | | |
| " 1 M. | | | | | | |
| " 1 M. ex. | | | | | | |
| " 2 M. | | | | | | |
| " Int. b'ds | | | | | | |
| Virginia 6s | | | | | | |

New York Stock Exchange.

Actual Sale Prices for the week ending May 11.

| | Th.5. | F.6. | Sat.7. | M.9. | Tu.10. | W.11. |
|------------------------------|-------|------|--------|------|--------|-------|
| FEDERAL PRODS:- | | | | | | |
| U. S. 5s, 1871, reg. | | | | | 102 | |
| U. S. 5s, 1871, coup. | | | | | | |
| U. S. 5s, 1874, reg. | | | | | | |
| U. S. 5s, 1874, coup. | | | | | 105 | |
| U. S. 5s, 1885, coup. | 165 | | | | | |
| U. S. 5s, 1881, reg. | 11 | 11 | | | 113 | |
| U. S. 5s, 1881, cou. | 113 | 113 | 114 | 114 | | |
| U. S. 5s, '81, O.W.L.Y. | | | | | | |
| U. S. 5s, 1881, " 4y. | | | | | | |
| U. S. 5s, 1887, reg. | | | | | | |
| U. S. 5s, 1887, coup. | | | | | | |
| U. S. 5s, 1888, reg. | | | | | 124 | |
| U. S. 5s, 1888, coup. | | | | | | |
| U. S. 5s, 1 year certif. | | | | | | |
| U. S. 5s, " new 98 | 98 | 98 | 98 | 98 | 98 | 98 |
| U. S. 5s, 5-20s, coupon 100x | 106 | 106 | 106 | 106 | 106 | 106 |
| U. S. 5s, " reg. 100x | 106 | 106 | 106 | 106 | 106 | 106 |
| 7.30 Notes, Feb. & Aug. | 110 | | | | | |
| " Apl & Oct. 109 | 109 | 109 | 110 | 110 | 111 | |
| American Gold | 177 | 174 | 172 | 169 | 162 | 174 |

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 10.

| | W.4. | Th.5. | F.6. | Sat.7. | M.9. | Tu.10. |
|---------------------------|------|-------|------|--------|------|--------|
| Beaver Meadow | | 85 | 85 | | | |
| Cattawissa | | | | | | |
| " preferred | 40 | 40 | | 40 | | |
| Camden & Amboy | 186 | | 188 | | | |
| " 6s, 67 | | | | | | |
| " 6s, 70 | | | | | | |
| " 6s, 75 | | 105 | | | 105 | |
| " 6s, 83.107 | | | | | | |
| " 6s, 89 | | | 108 | | | |
| Ches. & Del. Canal 6s '86 | | | | | | |
| Del. Div. Canal | | | 44 | | | |
| Simira & W'mport | | | | | | |
| " pref. 84 | | | 53 | | | |
| " 75 | | | | | 111 | |
| Harrisburg | | | | | | |
| Lehigh Navigation | | 86 | | | | |
| " 6s | | 115 | | | | |
| Lehigh Valley R. R. | 91 | | 91 | | | |
| " scrip | | | | | | |
| " 6s | 110 | | | | 110 | |
| Little Schuylkill R. R. | 47 | | 48 | 48 | 48 | 47 |
| " 7s | | | | | | |
| Long Island | | | | | | |
| " 6s | 62 | 62 | 62 | | | |
| Minehill | | | | | | |
| Morris Canal | | | | | | |
| " pref. | | | | | | |
| " 6s 75 | | | | | | |
| North Pennsylvania | 30 | | 31 | 30 | 30 | |
| " 6s | 103 | | 103 | | | |
| Pennsylvania R. R. | 68 | | 70 | 70 | 69 | 69 |
| " 1st m. | 115 | | | | | |
| " 2d m. | | | 112 | 112 | | |
| Penn. State, 5s | 98 | | 98 | | | 97 |
| " 6s, coupon | 101 | | 101 | | | |
| Philadelphia City, 6s | 105 | | 104 | | | 104 |
| " new 108 | 108 | | 108 | | | 108 |
| Phila. & Germ. & Nor. | 61 | | | | | 60 |
| Phila. & Reading | 65 | | 64 | | | 64 |
| " 6s, 86 | | | | | | |
| " 6s, 70 | | | | | | |
| Philadelphia & Erie | 33 | 33 | 34 | 33 | 33 | 33 |
| " 6s | | | | | | |
| Phila. & Sunbury, 7s | | | | | | |
| Schuylkill Navigation | 30 | | 31 | | | 31 |
| " pref. 38 | 40 | | 40 | | | 40 |
| " 6s, 82 | | | | | | 94 |
| " 6s, 76 | | | | | | |
| " 6s, 72 | | | | | | |
| Sunbury and Erie, 7s | | | | | | 108 |
| Susq. Canal | 20 | | 22 | | | 21 |
| " 6s, 78 | | | | | | |
| " scrip | | | | | | |
| Union Canal, pref. | | | | | | |
| " 6s, 83 | 25 | | | | | 26 |
| West Br. Canal 6s '78 | | | | | | |
| Wyoming Valley Canal | | | | | | |
| Aron street, (Horse) | | | | | | 84 |
| Chestnut & Wal. | | | | | | |
| Green & Coates, " | | | | | | 41 |
| Race and Vine, " | | | | | | |
| 2d and 3d streets, " | | | | | | 78 |
| Spruce & Pine, " | | | | | | 15 |

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 10.

| | W.4. | Th.5. | F.6. | Sat.7. | M.9. | Tu.10. |
|-------------------------|------|-------|------|--------|------|--------|
| Baltimore City 6s, 1875 | | | 112 | | | 112 |
| " 1880 | | | | | | |
| " 1870 | | | | | | |
| " 1890.114 | | | 113 | | | |
| Balt. and Ohio | | | 110 | | 108 | 110 |
| " b'ds, '62 | | | | | | |
| " b'ds, '67 | | | | | | |
| " b'ds, '75 | | | 112 | | | |
| " b'ds, '80 | | | | | | |
| " b'ds, '85 | | | 110 | | | 111 |
| Northern Central | | | 53 | 53 | 55 | 58 |
| " b'ds, '85 | | | 106 | 106 | 106 | |
| " b'ds, '95 | | | | | | |

Boston Stock Exchange.

Actual Sale Prices for the week ending May 11.

| | Th.5. | F.6. | Sat.7. | M.9. | Tu.10. | W.11. |
|---------------------------|-------|------|--------|------|--------|-------|
| Boston and Lowell | | | | | | |
| Boston and Maine | | 134 | 134 | | | |
| Boston and Providence | 144 | | | | | |
| Boston and Worcester | | 145 | | | | |
| Cheshire, pref. | 56 | | 57 | 56 | | |
| Concord | | 68 | | | | 65 |
| Connecticut River | 111 | 111 | | | 110 | |
| Eastern, Mass. | | 106 | | | 106 | 106 |
| Eastern, N. H. | | | | | | |
| Fitchburg | | | | | | 125 |
| Manchester & Lawr'ce. 118 | | | | | | 119 |
| Michigan Central | | | | | | |
| Northern, N. H. | 84 | 84 | 85 | | 86 | 80 |
| Old Colon, and Fall R. | 120 | | | | | |
| Ph. Wil. & Baltimore. 71 | | | | | 70 | 71 |
| Port'd, Saco & Ports. | 112 | | | | | 113 |
| Vermont & Canada | | | | | | |
| Vermont & Mass. | 43 | 43 | 42 | 42 | 43 | 42 |
| Western | | | | | | 166 |
| Broadway (Horse) | | | | | | |
| Cambridge | | 125 | 125 | | | 125 |
| Metropolitan | | 61 | | | | 61 |
| Middlesex | | | | | | |
| Central Mining Co. | | | | | | 65 |
| Franklin | | 58 | | 51 | 50 | 51 |
| Isle Royale | | 24 | | | | |
| National | | 33 | | | | |

aid in restoring the equilibrium between the National currency and specie, since as long as the war drags along and more money is required, there can be but temporary restrictions in some of the forms of its issues.

No greater absurdity has ever been maintained than that it could be carried on by means of gold and silver only. We have maintained this as well as we were able from first to last. It was another absurdity to propose that the Government should sell its stocks in the market for any price it could obtain, and take payment for it in the local bank currency, everywhere suspended in its lawful redemption, everywhere at a discount, and nowhere certainly solvent. We are surprised at the infatuation of those bankers and financiers who have maintained the contrary.

We have therefore read with particular interest and pleasure the late speech of the Hon. Samuel Hooper, of Massachusetts, delivered in the House of Representatives, on the 6th of April last, where we find our positions not only reaffirmed, but stated in a clear and masterly manner. This gentleman, is not only a financial writer of wide reputation, but is as much opposed to paper money in excessive use, as any of the most inveterate bullionists; yet he perceives the difference between a Nation at peace and engaged in ordinary trade and commerce, and a Nation struggling in the battle field for existence. This makes all the difference, not only in the condition of things theoretically but practically. Mr. Hooper shows that the banks in this city decided as early as December, 1861, to suspend specie payments, never very unwilling to do so, as they had suspended only a short time before in a panic, and their object then was to induce the Treasury department to make exclusive use of their dishonored bills. He asserts also, that when the banks were called upon to take the 7-30 loan, some of them demanded a higher rate of interest, looking possibly to 12 per cent. as was the rate during the expiring year of Mr. Buchanan's administration. We may see by this what would have been the fate of the Nation, if its financial resources, and with these its power of military action, had depended on a bank oligarchy. It would have been a scene of disasters, and the end would have been our ruin.

Mr. Hooper also entered upon the discussion of the subject of inflation, and showed most conclusively where the real danger lies. Taking up at random twenty-five banks, six of them in our own State, he furnished evidence that these with a capital of \$1,932,968 were issuing circulating notes to the amount of \$5,998,088. One of these remarkably elastic institutions, the Bellinger Bank, located we believe in some village on the very lively banks of the Mohawk River, having a capital of \$10,000, has a circulation of \$76,280, seven times and a half more than its capital. It is no answer to say that the bills of the Bellinger Bank are good and will finally be redeemed; it is the inflation of which it is the agent, and the promoter, of which we complain. And so it is found on examination, that these twenty-five banks with a capital of less than two millions, have within a few hundred dollars, *six millions of bank notes in circulation!!* The inflation then we have to fear, and the inflation under which we are now suffering may be fairly chargeable to these very banks who are complaining that the Government has in-

terfered with their profitable and dangerous prerogatives.

Mr. Hooper also shows, that during the ten years before the war, more gold was exported than would have supplied coined money for the whole currency of the country, a fact we have verified often in our tabular statistics. These conservative banks did not care, however, about retaining it! Nor do they seem to have any other business on hand at present, but to get as many notes in circulation as possible, and to oppose the influences and the operations of the National Bank system, which would most effectually restrict this very improper circulation.

The argument of Mr. Hooper is altogether conclusive that to escape inflation, the power of issuing currency should not be left open to mere associations of individuals, irresponsible to the Nation at large, but that it should be under the control of the National Legislature exerting at all times a wholesome check on the volume of the currency. This the National Bank system will do most effectually if persisted in and enforced.

The necessity of paper money to the extent to which it is now afloat, will we trust soon be over. This opinion which we have also maintained under every discouragement, which disaster and imbecility have thrown on our military progress seems to be that of Mr. Hooper also. He says "unless defeat and disaster attend our military operations, I believe that specie prices and specie payments might be restored within the coming year."

And this belief assumes a very probable shape, if the events of the last week are any indication. The blow struck, and now striking at the head of the rebellion must inevitably lead to such results.

It has been very common with a certain class of writers on these subjects to hold up the Mississippi bubble and the fate of John Law as a terrible scarecrow to American financiers. These persons had better read the recent volume of M. Thiers, one of the most eminent statesmen and writers of France, in which the biography and the schemes of Law are most graphically given. The rock upon which he split was the connection of his bank with distant commercial speculations in America. He commenced this scheme of a bank with thirty years financial experience and study of the subject. He made all his notes payable at sight, in coin current at the time of their issue. He publicly declared that a banker deserved death, if he made issues without ability to answer all demands. A penalty which if inflicted in our day would make short work with a good many celebrated bankers. He discounted at moderate rates, kept merchants' accounts for them, and usury that was eating up the people disappeared before his liberal management.

"It was not long" says Thiers "before the trade of the Country felt the benefit, Languishing Commerce began to lift up her head, the taxes were paid with greater regularity and less murmuring. The deposits of gold and silver increased perceptibly. *If Law had devoted himself entirely to this institution, he would be considered one of the benefactors of our Country, and the originator of a magnificent system of credit; but his impetuous nature joined to that of the people among whom he operated, brought about in a short time, a gigantic and disastrous imitation.*" France though his financial ability at once recovered from the ruin of

the long wars of Louis 14th, but the folly of the Regency, and the Mississippi scheme, taking for their basis his successful monied institution, ended in the bursting of the greatest bubble of the age. Law unhesitatingly gave up all he had to those who had trusted him, unlike many modern Financiers, who generally escape with their ill-gotten plunder, leaving their victims in poverty and despair.

The inflation we have most to fear is that of speculative and private institutions, who using the really national power of issuing paper money for the uses of trade and commerce, without caution or consideration swell its volume at pleasure; at will change the whole character of all exchangeable values, making us rich or poor as they pour out their currency in a flood, or contract it into a rill, where the sufferers perish from thirst.

It is not the Government which is justly to be followed with denunciation and contumely for raising money to save the Union and conquer a peace, whatever else it may be blamed for. Our criticisms in this direction should be tempered with discretion, and modified by circumstances. No man among all the cavillers has yet appeared, who can prove that the Secretary of the Treasury could have done any better than he has done. We are no partisans, and in this JOURNAL, have no politics, (using the word in its ordinary acceptation,) yet we have the opinion, that the war ended during the present year, Mr. Chase's system will come through triumphantly, and his name associated with those of the greatest men of the age.

We must not forget that England at the end of her wars in 1816, when her whole National wealth was but ten thousand four hundred millions of dollars, had a national debt of four thousand three hundred millions of dollars or 41 per cent of her whole property valuation. Yet she went bravely through every difficulty and in 1861, that property had risen to the value of \$31,500,000,000, so that her debt but slightly decreased from the amount as it stood in 1816, became a charge of only 12½ per cent. on that valuation. In 1850, our National aggregate of property was about \$6,174,000,000. In 1860, it had become \$14,133,000,000 although values under \$500 to a great extent had been entirely omitted in the Census, and of this enormous increase, \$10,716,000,000 were in the loyal States. In six years more, 1870, we may safely expect at the rate of our former advance the aggregate will be, upwards of twenty eight thousand millions of dollars. This will make a charge with even two thousand millions of national debt, on the value of the nation's property of about 7 per cent only. The increase for 1850 to 1860, was 127 per cent., and the ratio is likely to be greater than ever. No man however sagacious can limit this increase. Half a dozen States equal to half a dozen Californias, in the production of gold and silver, and all the best of the commerce of the Pacific ocean are to mingle in the elements of our National life by the time the next Census is taken. Here in the city of New York we see something of a shadow of the future in the increase of the value of its real and personal estate in a single year by the enormous sum of thirty six millions of dollars. When Congress shall have placed some fifteen or twenty of our newest and fastest wooden war steamers on the routes designated in the late memorial of the Chamber of

Commerce, the cheapest and most useful method of employing our surplus vessels, re-establishing and protecting our foreign trade, at least until private enterprise comes into the field we shall see with the revival of the Ocean Mail service, an extension of our foreign commerce, compared with which the past will seem to have been trifling and inconsiderable.

The following may be taken as a general summary of the character of the market since our last issue.

The import entries have fallen off during the past week, amounting to only \$3,645,795, against \$4,019,307 same week last season. The Export clearances of Domestic Produce amount to \$3,900,520 against \$2,499,208 same week in 1863. The Export of Specie is \$1,174,000, against \$452,000 same week last year. The Customs for the week are \$1,112,000.

The Specie Export from New York, from July 1 to March 31, amounts to \$39,396,000. Add since April 1..... 6,959,000

Total to date..... \$46,355,000
Against same time 1863..... 49,288,000

Decreased Specie Exports since July 1.. \$2,933,000

The foreign exports from the Port of Baltimore during the past week amounted to \$167,209.

The value of foreign goods imported at the port of Boston for the week ending May 6, was \$421,247, against \$557,525 for the corresponding week in 1863.

The total value of exports from Boston for the week ending May 6, was \$464,540, against \$148,518 for the same week in 1863.

The balance in the Sub-Treasury on Tuesday were as follows:

| | |
|----------------------------|--------------|
| Amount on hand..... | \$31,969,401 |
| Receipts from customs..... | 66,000 |
| From other sources..... | 700,390 |

| | |
|---------------|--------------|
| Total..... | \$32,735,791 |
| Payments..... | 1,803,039 |

| | |
|--------------|--------------|
| Balance..... | \$30,932,752 |
|--------------|--------------|

Subscription to ten-forty loan..... 135,250

The demand for Government stocks continues good, the sales continuing at firm prices.

The Stock Market is pronounced strong with a tendency to advance. Our usual tables will show the latest results at the Exchange. The railways are all doing so well, they appear to be beyond the reach of any immediate reaction. They all appear to be carefully and successfully managed, and promise future dividends without interruption. The earnings for April show accordingly a large increase. It is understood that the 10-40's are being rapidly absorbed, about fifty millions being already taken. The subscriptions thus far have been far in advance for the same period, of those of the five-twenties. It is also known that large orders for the 6 per cents are coming in from the continent through the leading foreign agencies here.

It may be safely concluded that when the news of the recent operations of Generals Grant, Butler and Sherman reach Europe, it will create such increased confidence in the persistent spirit of the North, and their ability to put down the rebellion, now making its expiring struggle, that American securities will be eagerly sought for. They must then become the most esteemed of all disposed of in the foreign marts. The National Bank Bill has

passed the Senate with an amendment by Mr. Sherman, as follows, striking out in the thirty-second section lines one, two, three, four and five, the following words:—"That each association shall select subject to the approval of the Comptroller of the Currency, an association in either of the cities named in the preceding section, at which it will redeem its circulating notes at par," and insert in lieu thereof, "That each association organized in any of the cities named in the foregoing section shall select, subject to the approval of the Comptroller of the Currency, an association in the city of New York, at which it will redeem its circulating notes at a rate of exchange for all cities west of the Alleghany mountains not exceeding one-fifth of one per centum, and for all cities east of the Allegheny mountains at par; and each of such associations may keep three-fifths of its lawful money reserve in cash deposits in the city of New York, and each association not organized in the cities named in the preceding section shall select, subject to the approval of the Comptroller of the Currency, an association in either of the cities named in the preceding section, at which it will redeem its circulating notes at par."

The bill as amended was passed by a vote of 30 years against 9 nays.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—At. & Gt. Western (Ohio div.) 1st mort., 100; McGregor Western, 70¼; do., 1st mort., 92; Milwaukee and St. Paul 1st mort., 100; N. Y. Central 6s 1887, 110; Long Island R. R., 93; U. S. 5s, 1874, coupon, endorsed, 102; Second Avenue R. R., 70; Sixth Avenue R. R., 120; Brooklyn City Water Loan, 110; Ohio and Miss. pref., cer., 90; North Carolina 6s, 57; Indiana 2½s, 65; do., War Loan, 95; Ohio 6s 1881, 106¼; Sandy River 1st mort., 95; Metropolitan Gas, 136; Copake Iron, 10½; Wyoming Valley Coal, 61; Ashburton Coal, 20; Central Coal, 60; Quartz Hill gold, 12½; Gold Mining Co. of Colorado, 3½; Bucks Co. Lead, 1½; Canada Copper, 5½; Bank of State of New York, 110; Market Bank, 105; Bank of America, 136; Bank of Commerce, 111; Ocean Bank, 96; Importers and Traders Bank, 109; Merchants Bank, 114; Mechanics' Bank, 114; Park Bank, 135; Merchants Exchange Bank, 100.

Philadelphia.—Penn. War Loan, 107½; Allegheny Co., 5s, 80½; do., scrip, 80; Huntingdon and Broad Top, 34; Phila., Wil. & Balt. R. R., 72½; Ridge Avenue, R. R., 20; 13th and 15th streets, 33; Northern Central R. R., 56½; Union Canal, 2; Fulton Coal, 8½; New York and Middle Coal Fields, 18½; Clinton Coal, 5½; Bear Valley Coal, 18; Big Mountain, 8½; Locust Mountain, 65; Oil Creek, 7; Feeder Dam, 1½; McClintock Oil, 5½; Organic Oil, 1½; Mineral Oil, 4; Maple Shade Oil, 12; Seneca Oil, 2; Irwin Oil, 7; Cherry Run, 5; Keystone Zinc, 3; Connecticut Copper, 1¾; Etna Mining, 14; Marquette, 6; Mechanics Bank, 29; Commonwealth Bank, 47; Bank of Kentucky, 100; Commercial Bank, 60. The latest quotations are: City 6s, 104½@104¾; do., new, 108½@109; State 5s, 97½@97¾; do., coupon, 101@102; do., 6s, 1879, 103½; Phila., Wil. and Balt., 72@72½; Reading, 65@65¼; do., 6s, 1870, 107@107½; do., 1886,

130@130¼; Camden and Amboy, 186@188; Pennsylvania R. R., 69½@69¾; do., 1st mort., 115@115½; do., 2d mort., 111½@112½; Little Schuylkill R. R., 47½@47¾; Morris Canal, 82@84; do., pref., 141½@142½; do., bonds, 107@108; do., 2d mort., 105@106; Wyoming Valley Canal, 76@78; do., 6s, 103@103½; Susquehanna Canal, 21¾@22; do., 6s, 66@67; Sch. Nav., 31@31½; do., pref., 40½@40¾; do., 6s, 1882, 94½@95; Union Canal pref., 5; do., bonds, 24@26½; Delaware Div. Canal, 43½@44½; do., bonds, 100@105; Elmira and Williamsport, 34@37; do., pref., 53@54; do., 7s, 1873, 111@112; do., 10s, 75@79; Beaver Meadow, 86@86¾; Long Island R. R., 48@49; Lehigh Coal and Navigation, 84@84¾; do., scrip, 84@84¾; North Pennsylvania, 31@32; do., 6s, 103@103½; do., 10s, 116@124; Philadelphia and Erie, 33@33½; do., 6s, 106@107; Minehill, 62@62½; Catawissa, 18@19; do., pref., 40¼@40¾; Lehigh Valley, 90¾@91¼; do., bonds, 110@110; Fifth and Sixth streets, (horse), 60@62; do., 7s, 108@109; Second and Third, 76@78; do., 7s, 112@112½; Race and Vine, 12@20; West Philadelphia, 72@74; Spruce and Pine, 15@15¼; Green and Coates, 41½@42; do., 7s, 109@111; Chestnut and Walnut, 63@65; Arch, 33@34; Thirteenth and Fifteenth, 33@33½; Seventeenth and Nineteenth, 16@20; Girard College, 30@31; Tenth and Eleventh, 51½@52½; Norristown, 60@60½.

Boston.—Rutland and Burlington 1st mort., 77; do., 2d mort., 37½; do., 3d mort., 9; Northern (Ogdensburg,) 1st mortgage, 106; do., 2d mort., 37; Vermont Central 1st mortgage, 93; do., 2d mort., 28; Vermont and Mass. R. R. bonds, extended, 102; Conn. and Pass. River R. R. pref., 60; do., 6s, 1876, 101¾; Mad River and Lake Erie R. R. 7s, 1866, 70¾; Bear Valley and Summit Branch, R. R., 29½; Eastern R. R. 6s, 1874, 103½; N. Y. and Boston Air Line, 14½; Taunton Branch R. R., 110¾; Lex. and W. Cambridge, (old,) 13½; Maine 6s, 1883, 101; Rhode Island 6s, 1881, 104¾; Massachusetts 6s, 1886, 155¼; do., 1876, 129¾; do., 1871, 125; do., 1866, 160; Vermont 6s, 1871, 103¼; Boston City 5s, 1883, 123¾; do., 1877, 120; Portland City 6s, 1877, 103¼; Albany City 6s, 1868, (W. R. R.) 102; Chicago City 7s, 1881, 108; Bangor 6s, 1874, 104; Augusta 6s, 1870, 104¼; Boston Water Power Co., 44½; Cary Imp. Co., 11½; East Boston, 13¾; Essex Co., 108¼; Union Steamship Co., 167¾; Franklin Coal, 99; Gilberton Coal, 112½; Automatic Gas, 34; Cambridge Gas, 106¾; Newtown and Watertown Gas, 65; West Cambridge Gas, 40; Bank of Commerce, 106¼; Traders' Bank, 99¾; Exchange Bank, 125½; Columbian Bank, 115; Market Bank, 78¼; Suffolk Bank, 154¾; Union Bank, 119; Continental Bank, 101¾; Hide and Leather Bank, 110¼; Bay State Bank, (Lawrence) 71¾; Bank of Republic, 101¾; Merchants' Bank, 104½; National Bank, 100; Maverick Bank, 100¼; Fannell Hall Bank, 126; Leighton Bank, (Lynn,) 99¼; Revere Bank, 108½; Washington Bank, 104; Malden Bank, 99; New England Bank, 120; Mercantile Bank, (Salem,) 91¾; Shawmut Bank, 103¼; State Bank, 72¾; Webster Bank, 104½; Atlantic Bank, 100; City Bank, 105; 1st National Bank, 115; Acton Mining Co., 3½; Acton Vale, 1½; Albany and Boston, 19¾; Albion Gold, 2½; Bay State, 19¾; Boston, 5; Black River, 45c; Copper

Falls, 41; Canada, 4½; Chaudiere Gold, 3¼; Cornwall, 58c.; Colonial Gold, 61c.; Chester, 20c.; Columbian, 12; Dunham, 35c.; Dudley, 4½; Durham, 40c.; Dana, 3½; Eagle River, 6½; French Creek, 1½; Flint Steel, 13½; Green Mountain, 10½; Gilbert River, Gold, 1; Grand Trunk, 1½; Huron, 39; Hanover, 3¼; Humboldt, 9; Hancock, 13; Highland, 7; Logan, 2; Macomb lead, 5¼; Manhattan, 6¼; Massachusetts Gold, 3½; Mesnard, 11; New England Gold, 3½; North Cliff, 7½; Ottawa, 95c.; Phoenix, 33; Rocky Mountain, 12½; South Side, 5; Star, 7; St. Clair, 8; St. Mary's, 8¼; Tremont, 2½; Toltec, 2½; Wickham, 55c.; Winthrop, 6; Waterloo, 1.

Baltimore.—Western Md. bonds, 90; City Passenger R. R., 22; Springfield Mining Co., 2.45; Maryland Copper, 1.30; Balt. Chrome, 2.65; Georges' Creek, 120; Santa Clara, 19; Mineral Hill, 8.75; Balt. Coal, 0.81; Lake Chroma, 0.80; Atlantic Coal, 1.40; Bare Hill, 5.95; Union Bank, 71; Mechanics Bank, 20; Bank of Baltimore, 102; Marine Bank, 31; Western Bank, 22½; Howard Bank, 9½. The latest quotations are: Balt. and Ohio, 108@110¼; do., 6s, 1867, 103@104; do., 1875, 111@113; do., 1880, 112½@113; do., 1885, 110@111; Northern Central, 55@56; do., bonds, 1885, 105¾@108; N. W. Va., 13@19; do., 1st mort., 110@111; do., 2d mort., 105; do., 3d mort., 38@40; do., guar., 101; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 55@60; do., income 1857-'60, 40@49; Western Md. bonds, 90; do., guar., 112; Maryland 5s, 92; do., 6s, coupon, 1870, 112½@113½; do., Ins., 112; do., 1890, 112; Baltimore 6s, 1870, 105@110; do., 1873, 105@107; do., 1875, 111@112½; do., 1886, 112@113; do., 1890, 112½@114; do., coupon, 112@116; do., 5s, 1888-'70, 101; City Passenger R. R., 21½@22; Canton Co., 35@50; Gardner, 65@1.05; Guilford, 35@40; Maryland, 1.25@1.35; North State, .15@.20; Rudisell, .65@.75; Silver Hill, .20@.30; Springfield, 2.35@2.45; George's Creek, 119@120; Santa Clara, 19½@20; Baltimore and Cuba Smelting and Mining, 185@220; Balt. and North Carolina, .25@.40; Balt. Chrome, 2.45@2.65; Bare Hill, 5.50@6.90; Atlantic Coal, 1.35@1.40.

Montreal.—Champlain and St. Lawrence R. W., 12½@14; do., preferential, 95@96; do., 6 per cents, 82½@85; Government 5 per cents, sterling, 88@91; do., currency, 88@91; do., 6 per cents, 1872, currency, 101@102½; Montreal City bonds, 6 per cents, 96@96½; do., Water Works, 6 per cents sterling, 96@96½; Quebec City 6s, 95@96; Ottawa City 6s, 1880, 91@92; Toronto 6s, 1872, 90@92½; County debentures, 80@90; Montreal Consols, 2½@5; Huron Copper Bay, 65@70; Montreal Telegraph Co., 129@131; City Gas Co., 124@125; City Passenger Railway, 122½@125.

Extension of the Atlantic & Great Western.

The enterprise, and administrative ability of the manager of the Atlantic and Great Western Railroad, are being again exemplified in the fact, that it has been determined under his recommendation to extend the line of this road from Salamanca, its point of connection with the Erie, to the City of Buffalo. The surveys are completed, the contracts will soon be awarded, and the work will be completed within a year. This settles a great question for Buffalo, as it will make it the chief distributing port for the anthracite and bituminous coal of Pennsylvania and Ohio, for lake steamers,

furnaces, forges, and the increasing demand in Canada. It will also throw an immense coal business on the line of the Atlantic and Great Western.

Harbor of Refuge on Lake Michigan.

The Legislature of Wisconsin has an application before Congress for a grant of land, in aid of the proposed construction of a harbor at Sturgeon Bay, by cutting a canal a mile and half in length from the bay to the Lake. This would give entire security to vessels caught in a gale below Sheboygan, which is the only good harbor there. Sturgeon Bay makes up from Green Bay in a South-easterly direction, and can be easily connected with the lake in the way proposed.

Besides affording shelter to vessels caught in a gale off this point, it would save the fleets of lumber vessels continually loading on the western shores of Green Bay for Chicago and Milwaukee, a distance in navigation of two hundred miles. The application is one of great merit, and should be at once granted by Congress.

Interest and Dividends.

The Northern Central Railway Company have declared a dividend of two per cent. on the Capital Stock and on the instalments paid in for the quarter ending 15th inst., and also an extra dividend on the same of three per cent., both free of State and National taxes. The dividends are payable on and after the 25th inst.

The Pennsylvania Coal Company has declared a dividend of 7½ per cent. payable on the 19th inst. The Company paid 15 per cent. in February, and now 7½, making 22½ per cent. since January.

The Pacific Mail Steamship Company have declared a quarterly dividend of 5 per cent. payable on the 19th inst.

The interest coupons of the sinking fund bonds of Cincinnati and Chicago Air Line R. R. Co., due May 1, will be paid at the office of the company, No. 37 William street.

New London Northern R. R.

The only obstacle that has hitherto prevented the extension of what was formerly the Amherst & Belchertown—now a part of the New London Northern—Railroad, namely, the right of crossing the road at Amherst Mass., has been removed by an act of the Massachusetts Legislature. The road will soon, therefore, be extended to Montague, connecting with the Vermont & Massachusetts Railroad at that point. Since the Amherst & Belchertown became the property of the New London Northern Railroad Co., its affairs have been more liberally managed, and it has afforded better public accommodation than formerly. The proposed extension will increase the facilities and, we believe, materially enhance the value of the property to the Northern Company.

A New Railway to the Ohio River.

A charter has been issued from the Secretary of State's office for a new railroad, to be built from Columbus down the Scioto Valley, through the counties of Franklin, Ross, Pickaway, Pike, and Scioto. Ex-Governor Dennison, of Columbus; L. M. Hubby, H. B. Payne, and Amasa Stone, Jr., of Cleveland, and William H. Clement, of Cincinnati, are the incorporators. Capital one million five hundred thousand dollars. The survey will be commenced this week, and the road will be put through as fast as possible. The line of this road takes about the same route as the Ohio Canal to Portsmouth on the Ohio River, and is virtually a continuation of the Cleveland and Columbus road to that point.—*Cleveland Herald.*

Detroit and Milwaukee Railroad.

From the report of this company we learn that the traffic for the past year has shown an increase over that of 1882 of \$159,333, or 18.15 per cent. The enhanced price of materials and rates of wages, and the scarcity of labor—consequent upon the war—have necessarily increased the working expenses of the line; but, notwithstanding this serious change, the diligent attention of the officers of the company has been so directed, to prudent economy, that the aggregate expenses exceed those of 1882 by only 4 per cent. After paying all the accrued interest on the Oakland and Ottawa, and Detroit and Pontiac, and funded coupon bonds, river front mortgages, &c., amounting to \$107,162; and after expending \$79,061 on construction account—the whole of the floating debt of the company, with the large amount of interest due thereon, amounting together to \$144,916, has been discharged out of the net revenue of the past year, leaving still a balance at credit of that account of \$73,883.

While this satisfactory increase in the income of the road enabled the company to extinguish the remainder of its old debts, it was insufficient to provide also for the payment of the current interest on the first and second mortgage bonds, and arrangements were accordingly made with the holders of those bonds for funding the three coupons due in November, 1862, and May and November, 1863; and up to this time coupons have been funded representing over \$2,000,000 of the bonds.

There is every reason to hope that the company will be able to resume the payment of interest on the first and second mortgage bonds on 16th May, and thereafter to continue its regular payment.

During the past year, \$250,000 of Detroit and Pontiac 8 per cent. bonds, which had matured, have been extended for fifteen years, the rate of interest on them being reduced to 7 per cent. The mortgages on a portion of the company's property at Detroit, which had been foreclosed, and were bearing interest at 10 per cent., amounting in all to \$58,245, have now been discharged, by the holder of the mortgages perfecting his title, the company re-purchasing the property, subject to a mortgage made by the purchaser, for \$50,000 bearing interest at 7 per cent., the cost being paid out of the net revenue. Two other mortgages, which also were in suit, amounting, together with costs, to \$4,924, have been paid off, at the expense of net revenue. The net revenue account has likewise been debited with the cost of a year's insurance on the whole of the company's property—including the rolling stock, and freight and baggage, in store, or in transit over the road.

The report of the engineer shows that during the past year \$59,327 have been expended in his department, on the completion of the line, and charged to construction account; \$77,069 on maintenance of way, and \$55,004 on renewals of rails, sleepers, fences, &c.

The completion of the Flint and Holly railroad, eighteen miles, to connect the Detroit and Milwaukee at Holly with the Flint and Pere Marquette line to Saginaw, is expected in June next; and it is confidently anticipated that the salt, lumber, &c., products of the Saginaw Valley will cause a considerable accession to the freight and passenger traffic of the Detroit and Milwaukee.

The business of the Lansing railroad in connection with the Detroit and Milwaukee at Owosso is greatly increasing, and as its stage connections are improved, will add materially to the traffic it at present brings to Owosso station.

Extension of the McGregor Western R. W.

We gave in our issue of 8th of August last a very full abstract of the report then recently made in relation to the McGregor Western Railway Company.

We have now received a prospectus, accompanied by numerous auxiliary documents of a proposition on the part of the Company to extend their line of road during the present year from a point sixty miles west of McGregor, the eastern terminus, to Austin, in the State of Minnesota, there to connect with the Minneapolis, Faribault and Cedar Valley Railroad, now under construction, and forming with that a continuous line from Chicago via McGregor to St. Paul. It says:

The first division of forty miles is now nearly complete. All the grading is done; the cross-ties purchased and distributed along the line; all the iron purchased, and, with the exception of a very small quantity delayed by ice at Buffalo, already delivered on company's grounds. Fourteen miles of the track are laid and in operation; ten miles more will be opened for business on the 1st of April, and sixteen miles more, making up the distance of forty miles, from McGregor to Ossian, will be completed and opened for traffic by April 20th.

The funds have been provided for completing and equipping a second division of twenty miles, with the utmost possible dispatch. Contracts have been made for the construction of these twenty miles; the iron has been purchased at favorable rates; and it is the intention of the managers to have this portion of the line ready for business by the first of September next.

The portion of road already built has been constructed in the most thorough manner, and is, in all respects, a first class road.

It will be seen from the foregoing statement, that all the funds required for constructing sixty miles of road, and furnishing it with the requisite rolling stock, shops, and other buildings, have already been provided, leaving the company entirely free from floating debt.

To provide the means for building and equipping the remaining division of sixty miles, it is proposed to issue common stock of the company, to such amount as may be necessary, not exceeding \$40,000 per mile, and to offer the same to existing stockholders and others at 70 per cent. of the par value thereof, payable in monthly instalments, as follows:

| | |
|---------------------------------------|--|
| 10 per cent. on the 1st of May, 1864. | |
| 10 " " " " June, " | |
| 10 " " " " July, " | |
| 10 " " " " Aug., " | |
| 10 " " " " Sept., " | |
| 10 " " " " Oct., " | |
| 10 " " " " Nov., " | |

The stock will be issued to subscribers in full paid shares, and not subject to further assessment.

H. H. Boody & Co., agents of the company in New York, will receive all moneys paid on account of subscriptions to stock, and will pay out the same for iron and other materials for the road, for rolling stock and for labor done, upon proper vouchers furnished by the engineer in charge of the work.

The McGregor Western Railway traverses the richest and most populous part of the State of Iowa. It has no competitor within fifty miles on either side. It can immediately command a very large business, ample, in the judgment of its managers and of those best acquainted with the resources of the country through which it passes, to pay large dividends on its stock from the mo-

ment of its completion. It is confidently believed, in view of the present resources of the country through which this line passes, and of the immense business awaiting its completion, that the securities of no line of railway, now under construction, offer more favorable inducements for investment than those now offered to the public.

It is estimated that sixteen counties in Iowa, and ten in Minnesota will use this line exclusively in the transportation of products and return merchandise. The following statements show the richness and the extent of the production of the country which is to be tributary to the road:

The quantity of wheat raised in the above named counties in Iowa, in 1860, was estimated at fifteen hundred thousand bushels, and in 1863, at over three millions of bushels.

The corn crop of 1860 is placed at three millions of bushels, and in 1863 at five millions. Oats, two millions of bushels, and barley, rye and buckwheat, at five hundred thousand bushels.

Pork, beef and other productions of the country that would be likely to pass over the railroad, are estimated at twenty millions of pounds.

It is considered safe to calculate that two counties of Minnesota will add at least fifty per cent. to the above estimates. Hence the wheat raised in 1863, within the range of the McGregor Western Railroad, must exceed four and a half millions of bushels, and the corn, oats, barley, rye and buckwheat, at least eight millions of bushels, and other productions, (30,000,000) thirty millions pounds.

The productions from the above counties have gone heretofore to McGregor, Harper's Ferry, Lansing, De Soto, Brownsville and other river towns, and large quantities have gone from the Southern tier of counties to the Dubuque and Sioux City Railroad. But as this road runs much nearer to those southern counties than the Dubuque road, it will not only draw the business from those counties, but also to some extent from the counties south and west of those above named.

Besides, the large shipments made by the Mississippi river, especially of corn, oats, barley, &c., there were sent over the Milwaukee and Prairie du Chien Railway from McGregor, in 1861, 1,274,748 bushels of wheat, 10,753 barrels of flour, and 3,693,495 pounds of sundries.

In 1862, there were exported from the same place over that road, 1,090,884 bushels of wheat, 5,290 barrels of flour, and 8,812,857 pounds of sundries. From Lansing, 1,350 barrels of flour, 380,381 bushels of wheat, 393,550 pounds of sundries. From De Soto 271 barrels of flour, 51,282 bushels of wheat, 41,429 pounds of sundries. From Brownsville, 130,110 bushels of wheat, and 8,740 pounds of sundries. Heavy shipments of flour, wheat and sundries were made over the La Crosse Railroad during the same year, from these towns.

In 1861, there were also shipped from McGregor, 18,700 dressed hogs. In 1862, 24,500 dressed hogs and 5,000 live hogs. In 1863, dressed hogs were estimated at 35,000, and live hogs at 10,000.

The shipments from the above towns during the months of September, October and November, by the Milwaukee and Prairie du Chien Railroad, were as follows: wheat, 674,740 bushels, flour, 1,483 barrels, sundries, 6,262,900 pounds.

The statistics of 1863, so far as made out, show a large increase over the same months of 1862. There were, in addition, large quantities shipped to La Crosse, Dunleith, St. Louis and other points, particularly of corn, oats barley and flour.

The counties from which the road at present derives its business are among the most productive in the West. The land is uniformly good, and adapted to agricultural purposes. While prairies predominate, wood land is sufficiently abundant, and so equally distributed as to supply fuel, fence posts and buildings timber for at least ten times the present population. The surface is gently undulating, and the country is well supplied with springs and streams of pure water.

The rich prairies are easily converted into fields

of grain, and, in their native condition, afford peculiar facilities for raising cattle, hogs and sheep. It is estimated that the native productions of the prairies and forests furnish ample subsistence for at least ten times the quantity raised here at present.

The soil is admirably adapted to the growth of wheat, oats, corn, barley, rye, buckwheat, sorghum, hemp, &c. The wheat raised is of superior quality, and brings, in the Chicago and Milwaukee markets, from three to four cents a bushel more than the wheat raised in the counties south of the above named; and the crops are more reliable and uniformly good.

When we take into consideration that the climate is healthy; that schools and churches are well organized and patronized; that unoccupied lands are offered at moderate prices, and that the McGregor Western Railway is rapidly progressing through or contiguous to these counties, it may be safely assumed that no portion of this continent offers greater inducements to emigration. Hence the population and productions of the country are rapidly increasing. As there is no rival railroad nearer than fifty miles, it is confidently estimated that this road will be taxed to its utmost capacity.

An elaborate calculation as to the future earnings of the road when completed, made by the President Hon. Geo. Greene, on the 20th of January 1864, is with the following results:

| | |
|-------------------------------------|-----------|
| Total earnings | \$555,000 |
| Add for drawback | 128,000 |
| | \$683,000 |
| Deduct for expenses 50 per ct. ... | \$277,500 |
| Interest on bonds | 142,800 |
| Sinking fund | 15,000 |
| 8 per ct. div. on \$2,760,000 stock | 220,800 |
| | \$656,100 |
| Surplus | \$26,900 |

The President therefore believes that a 10 per cent dividend instead of 8 may be confidently anticipated.

The officers and directors of this company for 1864, are as follows:

President.—GEORGE GREENE.
 Directors.—William B. Ogden, D. J. Ely, H. H. Boody, S. J. Tilden, W. A. Booth, George Greene, David Hammer, F. Andros, W. Greene.
 Vice President.—H. H. BOODY.
 Treasurer.—D. J. ELY.
 Secretary.—H. B. WHITEHOUSE.

Discrimination in Freights.

The following decision important to freighters by Railways has just been made by the Supreme Court of Pennsylvania, at Harrisburg, a full Bench present.

Twells vs. The Pennsylvania Railroad Co.—The question in this case is whether the defendants may rightfully demand from the complainants higher rates for transporting over their railroad coal oil consigned to him at Philadelphia and received by them for carriage, at Pittsburg, than they may demand of shippers generally from the same place of trading to the same of delivery, merely because the complainant intends to send the oil afterwards to New York. Does the place of final destination beyond the terminus of the defendants' road, justify an increase of the charge made for transporting over the road itself freight thus destined, over the rate established for similar freight destined for the terminus itself? The Court say—"it is clear that if they receive coal oil at Pittsburg, to be carried to Philadelphia, it can make no difference to them, either in the risk or cost of transportation, whether Philadelphia is

the point of ultimate destination of the oil, or whether the consignee intends that it shall afterwards be started anew on another line and forwarded from Philadelphia to New York. The point of final destination of the freight, is a matter in which they can have no interest as carriers over their own road." "We hold then that the rule of the defendants, of which the complainant complains, is unreasonable and such as they have no legal right to enforce. The apology set up for it is not sufficient:—That the imposition of higher rates for carrying the complainant's oil to Philadelphia, because it is afterwards to be forwarded in some way to New York, is necessary to prevent his having an advantage in the New York market over those who employ the defendants to transport all the way, or over those who send oil from Pittsburgh to New York with through bills of lading, is a matter outside of their control. It has no proper relation to them as carriers." A decree refunding the excess of fare was made.

Negligence.—Personal Injuries from Carelessness of Railroad Employees.

The facts in the case of Gordon against Grand street and Newtown Railroad Company were novel. The case came before the court on an appeal by defendant from a judgment entered at the Circuit, after a trial before a jury. The action was brought to recover damages for an injury sustained by the plaintiff from the alleged carelessness of the defendant, or its servants and agents at the passenger depot in Brooklyn.

The following facts appeared. The defendant is one of the city railroad corporations engaged in the business of carrying passengers from various points within the city of Brooklyn, to other parts of the city and to Newtown, in Kings County. It has a depot or room for receiving passengers, where they enter the cars of the defendant, in First street, near South Seventh street. The road is operated by means of two tracks, the same cars arriving at the depot upon one track, and departing from thence upon the other. The waiting room for the passengers and from which they enter into the cars, is close to the track which is the means of departure from the depot, there being between the car when it is upon the outward bound track and the waiting room, a narrow platform two feet wide. The cars arriving with passengers are removed from the incoming to the outgoing track by means of a movable section of the track, placed upon what the witnesses call a slide, level with the floor of the depot, which is moved with the door upon it, from one track to the other by means of this movable slide. When the movable section, with the car upon it, is placed upon the outgoing track it approaches within a few inches of the narrow platform adjoining the waiting room. Over this platform, which is about a foot above the level of the track and floor of the depot, the passengers pass from the waiting room to the outgoing car.

On the 3d of November, 1862, the plaintiff, about 7 o'clock in the evening, entered the waiting room with a friend, to take the cars. A car came into the depot, the horses were removed, and she, thinking it was ready to receive passengers, stepped out of the waiting room on to the narrow platform and from thence upon the floor of the depot, for the purpose of entering the car. After she stepped out of the waiting room she

saw the car commence to move towards her sideways. She stepped back to get out of the way, but before she could get back, her foot was caught between the moving body of the platform and seriously injured. She fainted, and when she came to her senses she found herself in the waiting room, to which she had been removed. There was no lamp or light inside of the waiting room at this time, but there was a light in the office adjoining, which shed its rays into the waiting room. No one gave her any warning as to what she was to do when she went in, nor where to go. She had no knowledge of the manner of shifting the car, nor was there any notice to the passengers directing them how to proceed, or giving information of the shifting of the car put up at the depot or waiting room. The defendant's conductor testified that there was light enough to see all around the depot, from a light in the receiver's office. At the time he commenced to slide the car from one track to the other, quite a number of persons were standing about in the depot, and he told them to stand back and get out of the way, and those who were on the floor of the depot got upon the platform. Supposing all the passengers had got upon the platform, himself and the driver pushed the car, got it upon the slide, and then started the movable section with the car upon it, and after it had moved the distance of two or three feet he heard the plaintiff scream.

He did not notice the plaintiff at all, and saw no one on the table or slide at the time he started it. Another witness for the defendant testified that he was switch tender at the time, and heard the conductor tell the ladies to step back into the waiting room, and saw the plaintiff there. After he told them to stand back he pulled the bolt. The other passengers stepped back. She stepped back at first, and when the car began to move, the plaintiff stepped down again and immediately she screamed.

Brown, J.—This accident, it will be observed, did not occur in the usual and ordinary passage of the cars over the defendant's road. The track of the road is visible to all persons exercising ordinary care, and so is the approach of a car moving upon it. And when a person places himself upon the track while the cars are passing and repassing upon it, such an act would be strong if not positive evidence of carelessness. The injury to the plaintiff was not the result of the usual passage of the cars over the track of the road. It occurred while the car was being moved from the one track to the other. This movement was effected by the voluntary action of the conductor and the driver, and the moving body was entirely within their control. If passengers were upon the floor of the depot they could suspend the movement until they removed themselves out of the way. The conductor saw this at the time, for he gave express directions to the persons on the floor of the depot to stand back and get out of the way. The mistake he made was in moving the slide with the car upon it before his directions were complied with; for if the persons present failed to comply with his directions, from not hearing them or not comprehending what he meant, it was gross carelessness in him to put the slide and the car in motion. Few people, I apprehend, would have had the sagacity to anticipate the movement which ensued. Cars do not usually move sideways. Not

one person in a hundred would have foreseen what the conductor intended to do, unless they had notice of and understood it before hand. It was a process that would not have been intelligible to many persons without previous explanation. A person standing upon a railway in the vicinity of a car or locomotive, might readily enough think the car or locomotive would probably move backward or forward and put them in jeopardy. But no one, without some previous knowledge, would be expected to provide against the contingency of a car, with the railway upon which it stood, coming upon him by a side movement, like that described by the witnesses. This consideration, it seems to me, imposed upon the defendant greater care and circumspection in moving its car from one track to another, than is usually imposed upon a railway company, while at the same time, and in the absence of all proof of knowledge of the structure for shifting the cars and the danger resulting to passengers therefrom by the plaintiff, it is a complete answer to the defendant's argument that the plaintiff's own carelessness contributed to the accident. She went to the defendant's depot to take passage, as she says, in the cars. She saw a car arrive and stop within a few feet of the room in which she was waiting, and without, as she says, any knowledge that the car was to be moved across the track. She proceeded to enter it. Here she was struck and injured, by the act of the conductor in moving the car. If what she says is true, (and the jury were to judge of that,) there was no want of care on her part. Negligence and carelessness cannot be predicated upon such an act. Care in avoiding danger implies that there is or would be with all prudent persons a sense or something to create a sense of danger; for if the circumstances are not such as would put a prudent and cautious person upon his guard, the omission to exercise more than ordinary attention is not the negligence which contributes to an accident. The real point in the case is that presented by the conflicting evidence of the plaintiff and the boy Lyon. He says, when the conductor told the persons on the floor of the depot to step back, she with the other persons, did step back at first, but "after the car began to move she stepped down again, and right away she screamed." If this was true, then undoubtedly she was negligent and should not be allowed to recover. The jury, however, did not concur in this view. They gave credit to her evidence rather than that of the boy Lyon, and that was their province not ours.

The counsel for the defendant insists that the relation of carrier and passenger did not exist between the parties at the time of the accident. This point, I think, cannot be maintained. Neither the entry into the cars nor the payment of the fare is essential to create that relation. Being within the waiting room waiting to take the cars, was as effectual to make her a passenger as if she had been within the body of one of them.

The waiting room is made for the purpose of receiving and accommodating the passengers until the car arrives. Nor can the time of taking the fare be material to create the relation. It is sometimes taken at the office. This is usually the practice upon the great railways of the country; but on the city roads it is almost universally taken after the passenger has entered the car, and while it is in motion over the route.

Seeing no error in the charge of the judge, upon the exceptions taken thereto, I think the judgment should be affirmed.

Judgment affirmed.

CIRCULAR.

To the Bondholders and Stockholders of the Pittsburgh, Fort Wayne and Chicago Railway Company.

The undersigned, Commissioners to carry into effect the recent financial arrangement between the bondholders and stockholders, deem it proper to communicate to you this statement:

1. The application of earnings of the railroad to improvements of the property, in the nature of construction, have been, according to the books:

| | |
|---|-----------------------|
| During the receivership under the order entered Jan. 17, 1860 | \$1,007,650 06 |
| During the six months from November, 1861, to May 1, 1862 | 236,694 60 |
| From May 1, 1862, when the present company went into possession, to Dec. 31, 1862 | 970,147 56 |
| (Of which \$536,673 were for depot and bridge bonds) | 1,517,162 25 |
| Total | \$3,731,654 47 |

Which investment is now bearing good interest, in the shape of enlarged earnings, and virtually increases the intrinsic value of the stock full \$3,500,000.

2. This expenditure has been made without increasing the debt or stock of the company, as reorganized. Net earnings over interest, supplied a million last year, and large sums before; and the residue has been provided for by remission of interest, made in conformity to the agreement for reorganization, and by surpluses in the hands of the bondholders' committee resulting from provident adjustments.

3. Before the late financial arrangement, the company had provided for \$1,912,509 to be expended for improvements during the present year; most of which was to have been furnished by net earnings, and the residue from the other resources mentioned. It was not contemplated, in the execution of this work, to increase the capital stock, or to incur any additional bonded debt, or any floating debt. No doubt was entertained that the net earnings, after paying interest, would have been sufficient for these purposes. Neither the officers of the company nor the committee of the bondholders felt any hesitation in acting upon this conviction.

4. The purchase and construction of new equipment has formed an important share of these expenditures. Among them was a provision for 95 new locomotives. The cars have been proportionately increased. Contracts for iron have also been advantageously made. The track has been greatly improved. It needs still further expenditure. The equipment received is still inadequate to the business which offers. The savings on this work, as compared with the present range of prices, will be nearly two millions of dollars.

5. It was in this condition of things that the desire of the Board to proceed more rapidly with the improvements contemplated, and the demand of the stockholders for the application of the net earnings to dividends, led to a conference between these interests and the bondholders which has resulted in some modifications of the financial plan fixed in 1859, by the agreement of reorganization. These modifications are substantially the following:

To the bondholders is accorded—

1. An extinguishment of the right of the company, after July 1, 1867, to require them to accept six per cent. bonds, or to receive payment of the principal; a change which leaves all the bonded debt of the company irredeemable until July 1, 1912.

2. The establishment of sinking funds for the first and second mortgages having priority over dividends; and the application of their incomes to the purchase of the bonds at their market value.

3. Incidentally, an increase of their security by

a large additional expenditure of new capital upon the property.

4. An enlargement of the voting power of the first and second mortgage bondholders from one vote on every \$200 to one vote on every \$100 of par value.

5. The payment of interest on the third mortgage bonds semi-annually instead of annually.

To the stockholders, upon these conditions, is accorded:

1. The power to provide for all new construction by issues of new capital stock.

2. A release of the provisions of the trust deeds which require all net earnings over 6 per cent. on the original \$6,500,000 of capital to be applied as sinking funds to purchase in the bonds; or in some cases, to new improvements.

The practical result of these measures is, to leave the net earnings in each year, after paying interest and sinking funds, at the disposal of the company, for dividends upon the stock; and the policy may now be deemed to be settled, by the unanimous action of the stockholders, and bondholders, to apply such surplus of net earnings to dividends, as far as prudence and sound discretion will warrant.

6. The annual charge for interest and sinking funds will be as follows:

| | |
|---|--------------------|
| 8 per cent. on \$5,250,000 of 7 per cent. first mortgage bonds | \$420,000 |
| 8 per cent. on \$5,160,000 of 7 per cent. second mortgage bonds | 412,800 |
| 7 per cent. on \$2,000,000 of third mortgage or income bonds | 140,000 |
| On bridge bonds and Chicago depot b'ds. | 30,950 |
| Total interest and sinking fund .. | \$1,003,750 |

7. The net earnings for 1863, as stated in the President's Annual Report, were \$2,106,623 18, which would have been sufficient to pay the interest on the bonds, and the installments of the two new sinking funds, and to leave a surplus of \$1,102,873 18, which, if the new financial arrangement had then existed, would have been applicable to dividends on \$6,500,000 of stock, being over 16.96 per cent.

This was, in the main, without the benefit of the \$1,517,162 of new capital expended on the road and equipment during that year, and with an equipment very inadequate to the business which offered.

The President's estimate of net earnings for the present year, made also in the Annual Report, is \$2,500,000; and, in a Special Report, he stated that the net earnings for March, after deducting the proportion for interest and the new sinking funds, were over 2½ per cent. on the present amount of the stock.

Thus far the receipts for April are quite equal to those of March.

8. In judging of the value and productiveness of your property, it is to be noted:

That it is a direct and continuous line, without branches or dependencies, between great industrial and commercial centres, 468 miles long, every part having a through business and an abundant local traffic, rapidly increasing, with easy grades and slight curves, more than two-thirds of the distance being straight line, traversing a grain-growing region of unsurpassed fertility, as yet but partially developed.

That the investment of capital in bonds and stock is less than that of any other leading line of equal, or even similar, productive capacity, by more than one-third.

That the present affluence of earnings is mainly due to these permanent causes.

If the business capacity of the line be properly sustained and developed, there is no reason to doubt, in the judgment of the undersigned, that it will maintain its dividends in every condition of circumstances which will allow of dividends in similar enterprises.

It must be borne in mind, also, that as none of the bonds are payable for 48 years, and none of them are CONVERTIBLE into stock, the whole increase of net earnings arising from a natural and permanent

growth of business accrues to the stock, which forms at present but one-third of the invested capital. The less permanent effect of an inflated currency will operate, during its continuance, in the same manner.

The undersigned, in the exercise of the discretion intrusted to them by the bondholders and stockholders, will not now press the sale of any new issue of stock under the new arrangement; they see no cause for a premature issue. That measure can be deferred until an easier condition of the money market; and the gradual and general distribution among permanent investors of the present stock will enable us more nearly to obtain its real value.

Dated New York, April 27, 1864.

JAMES F. D. LANIER,
J. EDGAR THOMSON,
SPRINGER HARBAUGH,
SAMUEL J. TILDEN,
LOUIS H. MEYER,

Commissioners.

NOTE.—The following is a copy of the Special Report made by the President, hereinbefore referred to:

NEW YORK, April 8, 1864.

GENTLEMEN: The unanimous action of the stock and bondholders has liberated the net income of the railway after paying interest and sinking fund, so as to place it at the disposal of the Board of Directors for the purpose of dividends, surplus funds and other objects consistent with the interests of the corporation.

The first and second mortgage bonds, being five sixths of the whole funded debt, were so arranged in six series as to make the amount due for interest each year payable in monthly installments of one-twelfth each month. Two years having confirmed the theory upon which the plan was adopted, it might now be well to assimilate to it the plan of paying dividends on the capital stock by paying quarter annual dividends, instead of annual or semi-annual dividends, as is generally customary with other corporations.

I herewith submit an approximate statement of the earnings, expenses, and disbursements for the months of January, February, and March past, which is sufficiently near correct to justify the Board acting upon it with a view of making a dividend, if it is thought best to declare one at this time:

| | |
|-----------------------------|--------------|
| Earnings for January | \$290,675 81 |
| Earnings for February | 455,211 02 |
| Earnings for March | 602,603 28 |

Total for three months

| | |
|-----------------------------------|--------------|
| Deduct operating expenses: | |
| For January | \$210,296 21 |
| For February | 263,328 22 |
| For March | 330,000 00 |
| 803,624 43 | |

Balance

\$544,865 68

Less interest and sinking fund as follows:

| | |
|--|-----------|
| Three months on 1st mort. \$91,875 00 | |
| Three months on 2d mort. 90,300 00 | |
| Three months on 3d mort. 35,000 00 | |
| Three months on Chicago depot bonds | 1,737 50 |
| Three months on interest and sinking fund on Alleghany bridge bonds | 6,000 00 |
| Sinking fund of one per cent. on first and second mortgages for three months | 26,025 00 |
| 250,937 50 | |

Leaving a balance of

\$293,928 18
Which is applicable to dividends, and subject to the order of the Board. The above balance of unexpended and unappropriated income is equal to a dividend of 4.52 per cent. on the outstanding capital stock.

The small earnings for January were caused, as you are aware, by an almost total suspension of

the business of the railway for about one-fourth of the whole month, arising out of a combination of the locomotive runners to interfere with the police and management of the railway.

It would not be prudent at this time to divide all the surplus earnings, as unforeseen contingencies may affect future earnings, and, to enable the company to make full dividends in adverse times, a surplus fund ought to be accumulated.

Respectfully submitted.
(Signed) G. W. CASS, President.
To the Board of Directors of the Pittsburg, Fort Wayne and Chicago Railway Company.

Upon the reading of the above report, it was unanimously resolved to declare a dividend of 2½ per cent. for the quarter year from January 1 to March 31, 1864, payable at the office or agency of the company on the 15th day of May next.

Union Pacific Railroad Company.

NOTICE is hereby given to the Subscribers to the Capital Stock of the Union Pacific Railroad Company that a call for a further payment of ten per cent. upon the amount of their subscriptions has been made this day, payable at the office of the Company, 13 William street, New York, on or before the 20th of June next.

By order of Executive Committee
JOHN A. DIX, President.
JOHN J. CISCO, Treasurer.
New York, May 10, 1864. 21-20

TRANSFER OFFICE OF THE CHICAGO AND NORTH WESTERN RAILWAY CO., No. 8 Wall st., New York, April 23, 1864.

THE PREFERRED STOCK BOOKS of the Chicago and North Western Railway Company will be closed on the 15th day of MAY next.

On all Preferred Stock then issued and outstanding, a Dividend of ONE and THREE-FOURTHS PER CENT. will be paid on the 1st of JUNE next.

Future Dividend days on above Stock will be Semi-Annually on the 1st of DECEMBER and JUNE.
By order of the Board,
JAMES R. YOUNG, Secretary. 41-19

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., New York, May 6, 1864.

THE ANNUAL MEETING of the Shareholders of the ILLINOIS CENTRAL RAILROAD COMPANY, for the election of Directors and the transaction of other business, will be held at the office of the Company in the city of Chicago, on WEDNESDAY, the 25th day of May, 1864, at 12 o'clock noon.

The Transfer Books of the Full and Scrip Shares will be closed at the close of business on the 12th instant, and reopened on the morning of the 28th inst.
L. A. CATLIN, Secretary. 21-20

SUBSTITUTE FOR CAR DUCK.

Kingman's Patent Car Covering.

A HEAVY CANVASS, bedded in Water Proof Paste and Painted. Coating now about half as much as Car Duck. Full particulars, directions, and samples sent. Also an experienced man sent to show the best way to apply it when requested.

WILLIAMS & PAGE, Boston.

Sherbrooke Gold Mining Co. OF NOVA SCOTIA.

OFFICERS.

President.

HERMAN FUNKE.

Directors.

HERMAN FUNKE, HERMAN STURSBURG,
FRED. SCHUMACHER, CARLOS PIERCE,
HENRY A. TILDEN, JAMES S. WHITNEY,
FRANK J. PRATT.

Secretary and Treasurer.

FREDERICK SCHUMACHER.

OFFICE OF THE COMPANY,

No. 59 Cliff Street, New York.

WM. F. SHIRLEY,

BROKER IN MINING STOCKS,

137 Broadway, New York,

HOME INSURANCE BUILDING.

gives especial attention to the purchase and sale of GOLD, COPPER, IRON, and LEAD STOCKS at the Mining and Public Board. Also MINERAL LANDS purchased and sold on commission. Facilities for forming new companies.

Refers to Everett Clapp, President Paliade Bank, Yonkers; W. A. Cobb, President Fulton Insurance Company, N. Y.; W. H. Beers, Actuary New York Life Insurance Company, N. Y.; J. F. Seymour & Co., 79 Warren street, N. Y.; D. S. Cash, Ontonagon, Mich.; Corbitt Bacon, Central City, Colorado. 6m17

Car Duck. Hemp Packing.

HEAVY 4 Ply Fitchburg Duck 100 to 140 inches wide.

BEST HACKLED HEMP PACKING.

For sale by

WILLIAMS & PAGE, Boston.

BULLION MINING CO., COLORADO.

CAPITAL.....5,000,000.
Shares, Full Stock.....\$25 each.
Subscription Price.....10 each.
RESERVED IN THE TREASURY, 50,000 SHARES.

PROPERTY:

1,217 Claims, equal to 121,700 feet, in the Gregory, Bobtail, Briggs and many other equally valuable Lodes in Clear Creek and Gilpin Counties, Colorado, and in addition, a valuable water-power of 2,400 feet on Clear Creek.

Title undoubted.

TRUSTEES:

WILLIAM B. DUNCAN, New York.
JOHN E. WILLIAMS, New York.
JOHN A. DIX, New York.
EDWARD B. WESLEY, New York.
HENRY H. ELLIOTT, New York.
CHARLES T. CROMWELL, New York.
STILLMAN WITT, of Cleveland, Ohio.
GEORGE COOK, of Central City, Colorado.
EDWARD B. WESLEY, President.
JOHN E. WILLIAMS, Treasurer.
CHAS. T. CROMWELL, Counsel, 79 Cedar st.
FREDERIC B. ELLIOTT, Secretary.

MANAGING DIRECTOR AND GENERAL SUPERINTENDENT,
GEORGE COOK, of Central City, Colorado.

40,000 Shares of the Stock remain to be sold at Ten Dollars each.

Books will be open on WEDNESDAY, the 13th instant, at the office of JEROME, RIGGS & CO., No. 46 Exchange Place.

New York, April 9, 1864. 3m16

CHICAGO AND NORTH WESTERN RAILWAY CO., April 23, 1864.

THE ANNUAL MEETING OF THE BOND AND STOCKHOLDERS OF THE CHICAGO AND NORTH WESTERN RAILWAY COMPANY, for the election of DIRECTORS, and for the transaction of any other business that may come before them, will be held at the Office of the Company, in the City of Chicago, on THURSDAY, the 2d day of June, 1864, at 3 o'clock P. M.

WILLIAM B. OGDEN, President. 41-19

JUST PUBLISHED.

Holley's Railway Practice.

AMERICAN AND EUROPEAN RAILWAY PRACTICE in the Economical Generation of Steam, including the materials and construction of

Coal-Burning Boilers, Combustion, the Variable

BLAST, VAPORIZATION, CIRCULATION,

Super-Heating, Supplying & Heating Feed-Water, &c.,

And the adaptation of Wood and Coke-Burning Engines to Coal-Burning, and in Permanent Way, Roadbed,

Sleepers, Rails, Joint Fastenings, Street Railways, etc., etc.

By ALEXANDER L. HOLLEY, R. P.

With seventy-seven Lithograph Plates. One volume folio, cloth. Price \$10.

Also RECENTLY PUBLISHED,

Ward's Steam for the Million. One Vol. 8vo, cloth, \$1 00

Walker on Screw Propulsion. 75

King on Steam Engine, Propellers, etc. Eighth

edition, cloth. 200

Whitlin's Strength of Materials. 12 mo, cloth. 75

D. VAN NOSTRAND,

BOOKSELLER, PUBLISHER AND IMPORTER,

No. 103 Broadway. 6m4

TO THE STOCKHOLDERS OF THE MARIPOSA COMPANY.

Notice is hereby given, that a meeting of the Stock holders of the Mariposa Company will be held at the office of the said Company, No. 34 Wall street, in the City of New York, on the 9th day of May next, at noon, for the purpose of deciding upon the increase, and increasing the amount of the capital stock of the said Company, by an addition of twenty thousand shares to the one hundred thousand shares already issued, making, with such increase, a total capital, of one hundred and twenty thousand shares, at the par value of one hundred dollars a share, amounting, altogether, to twelve millions of dollars, in order that the floating debt of the company may be paid, and the mining and other resources of its estate may be more completely and expeditiously developed.

By order of the Board of Trustees.

JAMES HOY,
MORRIS KETCHUM,
GEORGE OPDYKE,
Majority of the Trustees.

New York, April 11, 1864. 41-17

SPECIAL NOTICE

BANKERS, BROKERS,
Coal, Mining Companies, Merchants and Others.

THE BUILDINGS,

69, 71, and 73 Broadway,
(Cor. of Rector street.)

Are to be altered into and fitted up in a very superior manner as first class offices. Also offices corner of Broad street and Exchange Place, No. 4 and 6 Broad street, and No. 4 and 10 Wall street. Parties desiring to select space and have improvements to suit themselves can see the plans by calling on

EDWARD MATTHEWS,

Corner of Broad street and Exchange Place,
NEW YORK.

RAILROAD IRON.

CONTRACTS TAKEN FOR WELSH AND ENGLISH RAILS, and Agents for the Manufacturers for the sale of

AMERICAN RAILS.

4000 Tons, 56 lb., American for immediate delivery. 2000 to 3000 Tons English and Welsh Rails, 62, 66, 67, and 68 lbs. For sale by

ROBERTS & EARNSHAW,
72 Beaver street, N. Y.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to contract to deliver best quality American or Welsh Rails, and of any required weight and pattern.

PERKINS & LIVINGSTON,
54 Exchange Place,
NEW YORK.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or exship at ports in the United States.

M. K. JESUP & COMPTON,
59 Exchange Place,
New York, 1st June, 1863.

RAILROAD IRON.

2,000 TONS BEST QUALITY WELSH RAILS, 50 and 58 lbs. per yard.

For sale by

PERKINS & LIVINGSTON,
54 Exchange Place.

RAILROAD IRON.

2,500 TONS RAILROAD IRON, 50 lbs. per yard.

5,000 Tons Railroad Iron, 50 lbs. per yard. In yard and on shipboard to arrive. All New York and Erie pattern, of best English make, and inspected at the works. For sale by

DEHON, CLARK & BRIDGES,
28 Beaver Street.

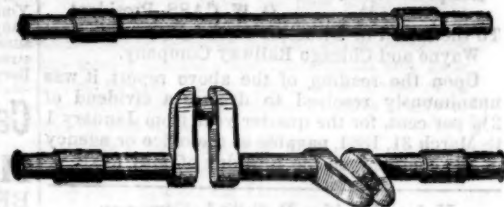
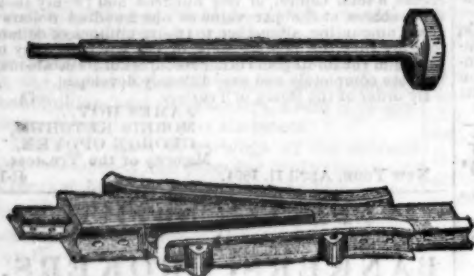
New York, 2nd April, 1864.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by

B. A. & S. W. HOPKINS,
70 Beaver st., New York.

CAST STEEL.



MANUFACTURED BY

NAYLOR, VICKERS & CO., SHEFFIELD, ENGLAND.
CAST STEEL TYRES WITHOUT WELD.
Reversible Crossings and Frogs, Disc Wheels, Pistons and Piston Rods without weld, Crank and Straight
AXLES, AND EVERY DESCRIPTION OF STEEL FOR RAILWAY PURPOSES.

STEEL CROSSINGS have been in use more than three years with very little perceptible wear, in places where the ordinary ones had to be replaced every four months. They have been estimated to be good for ten years in the worst places.

THE "VICKERS" TYRES are in constant and extensive use on almost all the Railways in Great Britain, and also on many roads in other parts of Europe. Their chief advantages are:—1. Their Durability, they will outlast any Iron Tyre without being turned, and for this reason are cheaper than Iron Tyres (tree of cost). 2. Their Safety: being without a weld they are not liable to break, and Steel is proved to be a stronger and tougher metal than any other. 3. Their Uniformity: they do not wear in flat places nor "laminate." 4. They are not injuriously affected by frost, and are guaranteed to stand the severest climate.

STEEL AXLES will be found economical, because they may with safety be made much tighter than those of Iron. They will wear longer and "smoother," and will consume much less oil; nor are they liable to granulate from constant use.

For CIRCULARS, GIVING FULL PARTICULARS AND TESTIMONIALS, PRICES, etc., apply to

NAYLOR & CO.,
421 Commerce street, Philadelphia; 99 John street, New York; 80 State street, Boston.

OFFICE OF THE

ETNA FIRE INSURANCE CO. OF NEW YORK,

New York, January 12, 1864.

THE DIRECTORS OF THIS COMPANY have this day declared a Semi-Annual CASH DIVIDEND to Stockholders of FOUR (4) PER CENT., payable on demand. Also, a SCRIP DIVIDEND of FIFTY (50) PER CENT., to its Customers upon the premiums earned during the year ending December 31st, 1863, on all its policies entitling the holders to participate in the profits of the Company's business, and scrip will be issued on the 15th day of February. Also, an INTEREST DIVIDEND of SIX PER CENT., in Cash on all outstanding scrip, payable on demand; all free from Government tax.

LIVINGSTON SATTERLEE, Sec'y.

**TIRES,
LOWMOOR, BOWLING & SEMI-STEEL.
AXLES,
Kinsly Co., Bridgewater and Nashua.**

For sale by **WILKINS & PAGE,
67 Water, St., Boston.**

**COAL.
ANTHRACITE
AND
BITUMINOUS COALS
of all kinds.**

QUINTARD & WARD,
11 Pine street, N. Y.

The Mercantile Mutual INSURANCE

COMPANY,

No. 35 WALL ST., NEW YORK.

INCORPORATED, APRIL, 1842.

ASSETS OVER \$1,250,000.

MARINE and Inland Transportation risks on Vessels. Freight and Merchandise insured on the most favorable terms.

Policies are issued, loss, if any, payable in Gold, or at the office of RATHBONE, BROTHERS & CO., Liverpool, if desired.

Parties effecting insurance at this office may participate in the Scrip dividend of profits, or receive an equivalent cash discount, at their own option.

The risk of war covered at the lowest current rates.

ELLWOOD WALTER, Pres't.
CHAS. NEWCOMB, Vice Pres't.
C. J. DESPARD, Secretary.

CENTRAL PACIFIC RAILROAD COMPANY OF CALIFORNIA.—The coupons due Jan. 1, 1864, on the Mortgage Bonds of this Company, will be paid on and after the 1st proximo, in gold coin, less Government tax, at the office of EUGENE KELLY & CO., No. 36 Wall street. 1md21.

PATENT SOLID EMERY WHEELS.

THE New York Emery Wheel Company, after a long series of experiments have so perfected the method of manufacture of their improved wheels as to be able in future to fill promptly all orders for wheels in quantities. Our invention is pronounced by all who have used our improved wheel to be superior in every respect to any method heretofore known for combining emery for cutting, grinding or polishing purposes. Our Emery oil stones are superior to the Arkansas stone. Emery bones, knife sharpeners, etc., constantly on hand. Send for circular and price list. Address JOSHUA BARTLETT, Office No. 51 Beekman st., (up-stairs), New York.

OFFICE OF THE COLUMBIAN (MARINE) INSURANCE

COMPANY,

Corner of WALL and NASSAU Streets.

CASH CAPITAL....\$1,000,000

Total Assets, June 2nd, 1863, less }
Losses adjusted and paid, } \$2,008,651 03.

LOSSES PAID IN GOLD

Upon RISKS on which the PREMIUM is paid in like Currency.

DEALERS with this Company will be allowed the option (to be signified at the time of application for insurance) of receiving in lieu of scrip, at the end of each year, Returns in Cash, of premiums paid and earned during the year, upon all new risks under the New York form of policy, as follows:

- 1st. Upon every OPEN policy (CARGO RISKS) upon which there shall have been earned and paid \$300 and upwards, a return of TWENTY PER CENT.
- 2d. Upon other voyage risks upon CARGO and FREIGHT, a return of FIFTEEN PER CENT.
- 3d. Upon time risks upon HULLS and FREIGHT, a return of TEN PER CENT.

Such privilege, however, being confined to persons and firms, the aggregate of whose premiums upon such policies earned and paid during the year shall amount to the sum of One Hundred Dollars.

B. C. MORRIS, President.
THOS. LORD, Vice-President.
WM. M. WHITNEY, 2d Vice-Pres't & Sec'y.

BRASS SWITCH LOCKS,

MARKED with Initials of Road, with chains and keys. EXTRA LOCKS AND KEYS—when ordering Locks and Keys to match others, enclose key in letter.

**WILLIAMS & PAGE,
67 Water street,
BOSTON.**